

# Vermont Central—Central Vermont

58 A



**THE RAILWAY & LOCOMOTIVE  
HISTORICAL SOCIETY**



# Vermont Central—Central Vermont

**A Study in Human Effort**

*by*

EDWARD HUNGERFORD  
DAVID W. SARGENT, JR.  
LAWRENCE DOHERTY  
CHARLES E. FISHER

---

COPYRIGHT 1942

BY THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY, INC.

---

ISSUED BY

THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY, INC.

BAKER LIBRARY, HARVARD BUSINESS SCHOOL

BOSTON, MASSACHUSETTS

AUGUST, 1942

*Price for Members \$1.00*

*Price for Non-Members \$2.00*

## INDEX

Vermont Central - Central Vermont .....	7
New London and Northern R. R. ....	66
The Rutland Railroad .....	73
General History of the O. & L. C. Railroad .....	91
Notable Graduates of the Vermont Central R. R. ....	99
Inglis Stuart .....	101
Daniel Willard .....	103

## LIST OF ILLUSTRATIONS

Frontispiece .....	6A
Northfield, Vt., Headquarters of the Road, Showing the Offices and Shops .....	16A
The Old Northfield Station Housing the Offices .....	16A
The First Station at Montpelier, Vt. ....	20A
The First Station at St. Albans, Vt. ....	20A
The Present Station at St. Albans, Vt. ....	24A
V. C. "Alburgh"—Northfield, 1866 .....	24A
A Local Passenger Train Near Sharon, Vt. ....	32A
C. V. "E. A. Chittenden"—St. Albans, 1880 .....	36A
C. V. "T. M. Deal"—Rebuilt St. Albans, 1881 .....	36A
The Bridge at Hartford, Vt. is tested With Twelve Engines .....	40A
C. V. "Gov. Smith"—St. Albans, 1883 .....	40A
C. V. "James M. Foss"—St. Albans, 1887 .....	44A
A Freight Train Scurries Through the Valley .....	48A
The "Ambassador" crosses the Winooski River at North Dux- bury, Vt. ....	56A
C. V. No. 602—Schenectady, 1927 .....	64A
C. V. No. 701—Schenectady, 1928 .....	64A
N. L. N. "T. W. Williams"—Taunton, 1849 .....	68A
N. L. N. "A. M. Russell"—Manchester, 1866 .....	68A
R. & B. "Chester"—Taunton, 1850, Rebuilt 1868 .....	80A
C. Vt. "Ethan Allen"—Rebuilt Rutland Shops, 1871 .....	80A
R. & B. "Col. Merrill"—Rebuilt Rutland Shops, 1875 .....	88A
Bellows Falls, Vt., where river and mountains meet and the R. & B., Cheshire, Sullivan and Vermont Valley Railroads Connect ....	88A
O. & L. C. "Deer"—Kirk, Cambridgeport, Mass., 1850 .....	96A
O. & L. C. "W. J. Ruse"—Malone Shops .....	96A



*Officers and Directors of the Railway and Locomotive  
Historical Society, Inc.*

---

CHAS. E. FISHER, *President*  
20 Wilde Road, Waban, Mass.

SIDNEY WITHINGTON, *Vice President*  
7 Briar Lane, New Haven, Ct.

WARREN JACOBS, *Secretary*  
South Station, Boston, Mass.

HAROLD S. WALKER, *Assistant Secretary*  
10 Winthrop Ave., Marblehead, Mass.

GEO. P. BECKER, *Treasurer*  
96 Avon Hill St., Cambridge, Mass.

JOHN W. MERRILL, *Curator*  
148 State St., Boston, Mass.

W. R. FOGG, *Director*  
26 Monadnock St., Boston, Mass.

EDWARD HUNGERFORD, *Director*  
44 Monroe Ave., Pittsford, N. Y.

DR. ARTHUR H. COLE, *Director*  
*Librarian*, Baker Library, Harvard Business School, Boston, Mass.

ROBERT C. SCHMID, *Director*  
266 Maitland Ave., West Englewood, N. J.

---

G. W. BISHOP, *Resident European Director*  
12 Queen's Road, Kenilworth, Warwickshire, England

D. L. JOSLYN, *Resident Western Director*  
2164 Castro Way, Sacramento, Calif.

R. L. MARTIN, *Mid-Western Representative*  
1509 28th St., Rock Island, Ill.

GILBERT H. KNEISS, *Pacific Coast Representative*  
18 Forest Lane, Berkeley, Cal.

ROBERT R. BROWN, *Eastern Canadian Representative*  
700 St. Catherine St., West, Montreal, P. Q., Canada

NORMAN THOMPSON, *Western Canadian Representative*  
Box No. 2004, Winnipeg, Manitoba, Canada

D. S. BARRIE, *British Representative*  
Defending his Country.

CARLTON PARKER, *Exchange Manager*  
45 Warren St., Newton Center, Mass.

**CHAPTER OFFICERS**  
*of The Railway and Locomotive Historical Society, Inc.*

---

**NEW YORK CHAPTER**

ROGERS E. M. WHITAKER, *Chairman*  
121 West 11th St., New York, N. Y.

WILLIAM T. GAYNOR, *Vice Chairman*  
c/o New York Central System  
Room 1261—466 Lexington Ave., New York, N. Y.

PAUL R. BRUSTMAN, *Secretary*  
P. O. Box #434, Grand Central Annex, New York, N. Y.

ROBERT C. SCHMID, *Treasurer*  
266 Maitland Ave., West Englewood, N. J.

---

**CHICAGO CHAPTER**

DAVID A. HILL, *Chairman*  
208 South LaSalle St., Chicago, Ill.

DANIEL K. PETERSON, *Vice Chairman*  
1423 North Lawndale Ave., Chicago, Ill.

GEORGE H. BARR, *Secretary*  
6635 Kimbark Ave., Chicago, Ill.

JOHN LEAMY, *Treasurer*  
911 Sherman Ave., Evanston, Ill.

---

**PACIFIC COAST CHAPTER**

ERICH THOMSEN, *Chairman*  
589 Arch St., San Francisco, Cal.

G. M. BEST, *Vice Chairman*  
511 North Sierra Dr., Beverly Hills, Cal.

S. F. MERRITT, *Secretary-Treasurer*  
836 Alma Ave., Oakland, Cal.

---

**TWIN CITIES CHAPTER**

OSBORNE M. TAYLOR, *Chairman*  
1900 Emerson Ave., South, Minneapolis, Minn.

W. H. ERSKINE, *Vice Chairman*  
2371 Chilcombe St., St. Paul, Minn.

PARKER M. CONGDON, *Secretary-Treasurer*  
2092 Juliet St., St. Paul, Minn.

# The Railway and Locomotive Historical Society, INC.

---

## COMMITTEE IN CHARGE OF PUBLICATIONS.

---

CHAS. E. FISHER, *Editor*

O. KUHLER, *Art Editor*

ROBERT C. SCHMID, *Chairman, Eastern Committee*

C. B. CHANEY

C. F. GRAVES

H. E. NICHOLS

ROY L. MARTIN, *Chairman, Mid-West Committee*

D. L. JOSLYN, *Chairman, Western Committee*

G. H. KNEISS

S. F. MERRITT

ROBERT R. BROWN, *Chairman, Canadian Committee*

W. T. COMLEY

J. H. EDGAR

W. M. SPRIGGS

NORMAN THOMPSON

G. W. BISHOP, *Chairman, Foreign Committee*

F. ACHARD

J. W. SMITH

E. ANDRE SCHEFER

---

Those of us who have visited Vermont and love that State and its sturdy people have always found much of interest. The mountain ranges run due north and south and only in very few notches provided by nature, can one go east or west. Towards the north the state broadens out into rich farming and pasture lands but the mountains and hills with their accompanying valleys or "gulfs" intrigue the visitor.

These natural obstacles did not make for easy railroad construction. But the intrepid Vermonters were going to have their railroad—they wanted a Great Lakes to Boston route, independent of anything that New York might offer and they got it, too. They had other ambitious plans, nothing short of a transcontinental road, but those never matured. Under one management, they succeeded in controlling all of the larger roads in that state—it was certainly Vermont for the Vermonters.

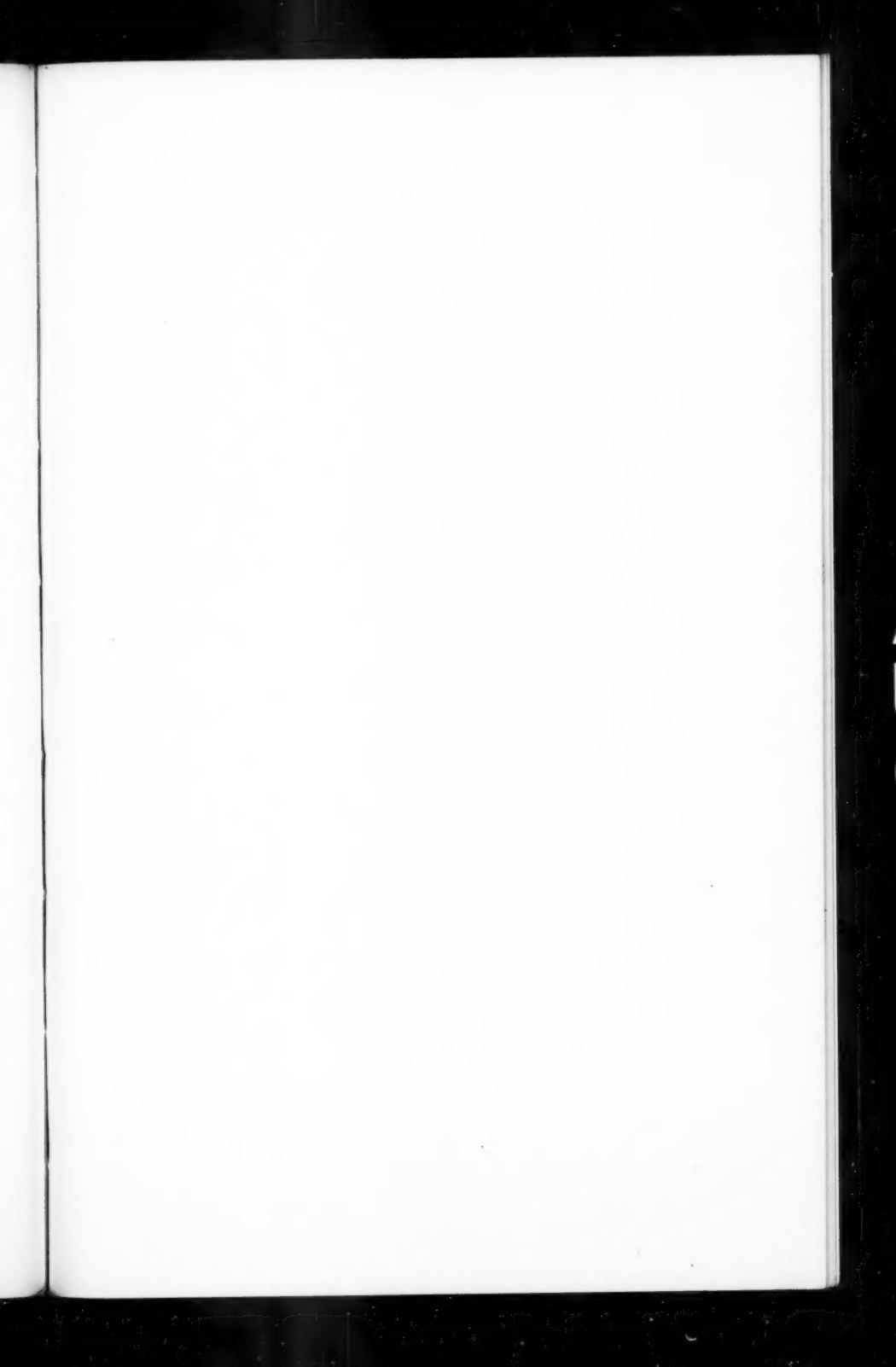
Time has wrought some changes in these plans—the property has been divided, some went back to their former owners and some acquired new ownership, but the history, their ambitions, their success or failure form an interesting chapter in railroad history.

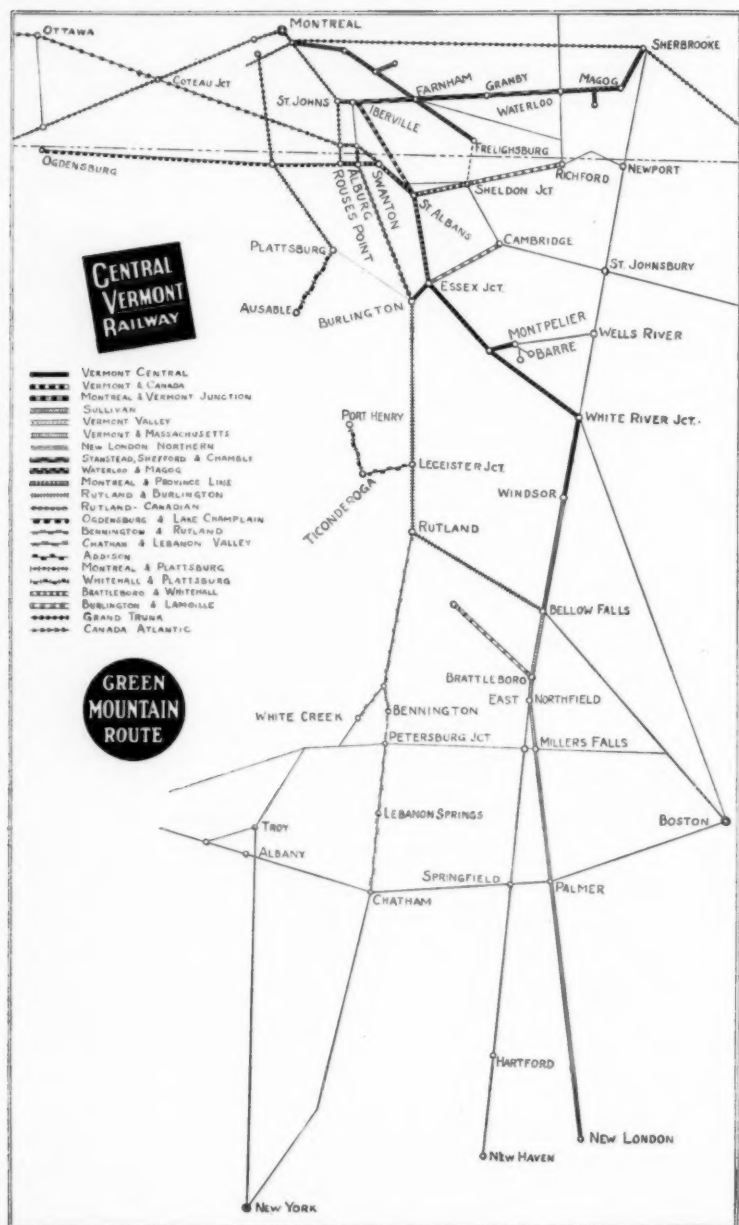
The authors need no introduction to our membership. For some time your Editor has hoped that Mr. Hungerford would make a con-

tribution to our publication. The burdens of directing transportation pageants at New York and elsewhere cannot be easily set aside but he has fulfilled his promise and made an interesting and valuable contribution to railroad history. David Sargeant, Jr., author of the paper on the Amherst & Belchertown R. R. in our Bulletin #47 made a study of the Rutland prior to his graduation from Amherst College. The historical part of this study is included herewith. David has answered the call of his country and is now a Lieutenant in the United States Marine Corps. Lawrence Doherty, author of several short articles that have appeared in our publication has assisted with the Northern (N. Y.) R. R. and it was hoped that Charles G. Woodward, that authority on the New London Northern would contribute that portion. Duties in excess of those of normal ruled otherwise and your editor had to "pinch hit" for him.

Upon the latter has devolved the preparation of the locomotive rosters. Probably no road in New England has presented as complicated a problem as the Vermont Central, due to its renaming and rebuilding of locomotives. The preparation of this list would have been well nigh impossible without the complete co-operation of Mr. H. T. Nowell, Mechanical Superintendent and Mr. W. C. Hamm, Mechanical Engineer. Old records were consulted and many new facts were brought to light. Lastly, to Mr. Robert R. Brown, our Eastern Canadian Representative, we are not only indebted to him for the map of these roads but for his adding valuable data as to the disposition of the early locomotives on the Canadian railroads.

To all of these we extend our gratitude and appreciation and we sincerely hope that our members will enjoy this publication.





## Vermont Central — Central Vermont

### A STUDY IN HUMAN EFFORT

By EDWARD HUNGERFORD

All the way across New England; from Long Island Sound to the Canada line, and beyond, stretches the tenuous and weary way of the Central Vermont Railway. It begins its trek at New London, marks a rather patient and halting course across Connecticut and Massachusetts to the Valley of the Connecticut River at Millers Falls; then ascends that noble valley over a tangle of tracks, scrambled with the Boston and Maine system, to Windsor, Vermont, where at last Central Vermont comes into its own and thereafter proudly pursues its own rails across Vermont and up to St. Johns, in the Province of Quebec, just thirty-six miles from the imperial city of Montreal. It has had a hard three hundred and sixty-eight miles getting from New London, on the Long Island Sound at the mouth of the River Thames, to Montreal, at the head of the tidewater St. Lawrence. Skillfully, it has managed to avoid most of the larger cities and towns along its route. Yet it is, nonetheless, a considerable railroad and, handling a considerable traffic, forms a part of one of the chief routes between Boston and Montreal; as well as between Montreal and New York, and between Montreal and Washington. It is a well-maintained railroad, well operated and profitable. Only last year (1940) it turned in \$100,000 of its operating profits to aid its parent road, the Canadian National system, which in turn handed the sum over to the Dominion Government for national defense.

From the beginning, Central Vermont—and its predecessor company, the Vermont Central—set its chief thought on through traffic. It has not minded greatly that its main stem missed completely such nearby industrial cities as Hartford, Connecticut, and Springfield, Massachusetts; and, in its home state, such sizeable places as Burlington and Montpelier and Barre, by a narrow margin. The road might have done very well with traffic centers such as these. To the final three of them, however, it sent branches to collect or distribute such traffic as these towns brought forth. But the Central Vermont's greatest ambition, from the very beginning, was to connect that all-important New England metropolis and seaport, Boston, with the far distant hinterland.

At least that was the way J. Gregory Smith figured it and J. Gregory Smith and his family were intimately connected with Vermont Central and Central Vermont from 1845 to 1932—eighty-seven years. Gregory Smith, himself, was president of the road for thirty-three years (1858-91); before him, his father, John Smith, was president of the Vermont and Canada, one of its chief constituents, from 1845 to 1858. Following J. Gregory Smith, his son, Edward Curtis Smith, was president of Central Vermont from 1891 until his retirement in 1932.

The saga of the Smith family of St. Albans is also the saga of Central Vermont. It would be well-nigh impossible to write of the one without writing of the other. And the attempt will not be made.

The Smith family have been identified with St. Albans since the very beginnings of that far northern Vermont town. In the beginning they were farmers. They still are farmers. Their broad acres and their great farm buildings still dominate the landscape in the vicinity of St. Albans. But always they have been more than farmers. They have been successful railroaders, bankers and two of them—J. Gregory Smith and Edward C. Smith—governors of the picturesque state of Vermont.

Of the three generations, John Gregory Smith was the outstanding figure. Born at St. Albans, he graduated from the University of Vermont in 1841, the Yale Law School two years later, after which he returned to St. Albans to the profession of law and to the family farmsteads—and to the fascinating business of railroading. As will be seen, he was never content merely to own and to operate railroads; his restless far-seeing mind forever envisaged new railroads, reaching into far distances. He was not content to share his father's enthusiastic desire to make Vermont Central a railroad reaching from the heart of New England to the Great Lakes: Gregory Smith visioned the road, not merely with its western terminal at Ogdensburg, New York, water-gate to the Great Lakes, but to the waters of the Pacific.

He was a highly practical visionary, this Gregory Smith. Warm friend and supporter of Abraham Lincoln, he figured conspicuously in the episode in the presidential campaign of 1864, when George B. McClellan intrigued to gain the Democratic nomination and so achieve the downfall of Lincoln; he succeeded in breaking up a plot to unseat Lincoln. Largely because of this, in 1864, he was reelected Governor of Vermont by an increased majority and became much of a hero in the Green Mountain State.

At one time or another, there has been criticism of the connection of the Smith family of St. Albans with Vermont Central. At times, this criticism reached proportions of open scandal. It was said, and openly, that the family was feathering its own nest at the road's expense. There was much discussion, legislative investigations in the old capitol at Montpelier, but in the long run it all came to naught. It began to be pretty generally understood that it was the Smith family of St. Albans, with all its resources, that kept the little road alive when otherwise it might have perished—and kept John Gregory Smith a-dreaming of that fine day when a Vermont Central locomotive should come steaming proudly down to the road's own docks on Puget Sound, there to connect with Vermont Central ships loading for the Orient. . . . Other New Englanders may have been great dreamers, but few of their dreams could have exceeded those of Gregory Smith, either in vastness or in variety. Whether it was dreaming of rails following a great circle of the earth from St. Albans across Canada to Duluth or merely building a large hotel or passenger station for his native town, Gregory Smith thought in no mean terms. He could not see the small things; the great things of earth were none too big for him.

• • • • •

While he still was a student in college, the first Vermont Central Railroad was coming into being. In fact, he was but twelve years old



on that Washington's Birthday night in 1830 when a group of rather outstanding Vermonters gathered in the ballroom of the historic Pavilion Hotel at Montpelier to discuss a plan for a railroad from Boston to Ogdensburg. Vain dreamers, these. A railroad indeed! Peter Cooper was yet to operate successfully his little *Tom Thumb* locomotive out of Baltimore City; it would be more than a year before the *DeWitt Clinton* would be ready to go from Albany to Schenectady. . . . Yet railroad was already in the air. All the way across the land. The preceding summer George Stephenson's *Rocket* had enthused creation with its triumphs on the Liverpool & Manchester; men were talking railroad here, railroad there, railroad everywhere. And Boston, the metropolis of New England—jealous of New York with her navigable Hudson and her Erie Canal of Philadelphia, with the Pennsylvania system of canals and railroads to bear her tribute; and of Baltimore with her National Road and her forthcoming railroad to the Ohio—sought its own rail pathway to the Far West . . . . Lake Champlain formed something of a barrier to such a route; if one tried to go south of it, he would have to cross the highly difficult impasses of the Berkshires and of the Green Mountains. But if one took a bit more time—and mileage—he might force his way through the natural passes of the Green Mountains and around the foot of Lake Champlain—narrowly escaping the Canadian line—and then find easy passage across Northern New York to Ogdensburg upon the St. Lawrence, at the very foot of practical navigation on the Great Lakes. The grave obstacle of the Falls of the Niagara already had been overcome by an important Canadian governmental enterprise, the Welland Canal, spanning the twenty-seven miles between Lakes Erie and Ontario. . . . Ogdensburg became the magnet for Boston eyes.

Elsewhere there has been told how the railroad, the Northern of New York, from Rouses Point, at the foot of Lake Champlain, was built through to Ogdensburg. That does not immediately concern this narrative. Suffice to say that the seeds for such a road already were being sown and that within twenty years it would be opened, end to end . . . . The men of Vermont in the Pavilion Hotel that night were not thinking of it; they were thinking of how a railroad might be built across their own state to serve not only local transport needs, but as a link of the Boston-Ogdensburg chain. The idea fascinated them. The more they discussed it, the better they liked it. And when they finally adjourned, it was to a later date—the evening of the 4th of October when a "railroad convention"—very popular in those days—was held at the Pavilion, right there in Montpelier. Forty-eight delegates, serious-minded men from Massachusetts, New Hampshire and New York, as well as Vermont, gathered at it. There was much more talk, many more plans offered.

At least two of the men who sat in the Pavilion Hotel that October night were destined to become identified with the railroad development of Vermont. One was Charles Paine, afterwards Governor of the State, but even better known as the early president of the Vermont Central Railroad; the other, Thomas Follett, warehouseman of Burlington, who, in time, was to be the president of the Rutland and Burlington Railroad.

Aside from the rather fascinating aspects of making a railroad across Vermont an important link in a rail route from the Atlantic to the Great Lakes, the local possibilities of the road were not to be ignored. Northern Vermont, in particular, had large agricultural possibilities; in addition to the great quantities of pure marble in the neighborhood of Rutland, there was, at Barre, an apparently inexhaustible supply of magnificent granite. Marble and granite in large blocks are not easy to transport. The transport facilities of the Green Mountain State at that early day were chiefly highways, winding and steep-graded and none too good. Of course, if you could get your stone to Burlington or to Whitehall, it could go by boat down lake and canal and river to New York. But New York was not Boston, not New England, and the Lake Champlain-Hudson River route at the best could serve but a limited part of Vermont.

A railroad was the thing.

The men of the Montpelier Convention argued and persuaded, convinced many and many a Doubting Thomas, with the result that, on November 10th, 1835, the Vermont Central Railroad finally was chartered by the state from which it took its name. The step seemingly was a futile one. The men who had put themselves back of the enterprise were unable to secure enough funds to make a preliminary organization satisfactory to the state and the charter lapsed. And two years later the whole land was thrust into financial panic; the result, to no small degree, of the over-expansion of the railroad idea everywhere throughout the United States.

Yet Paine and his fellows were not dismayed. Their first charter effort, vain as it may have seemed, had accomplished one important thing for them: It had shown Boston and the rest of New England that the men of Vermont were in earnest in this railroad matter; and that when the time finally came, they would be willing and ready to go ahead with the project . . . And this promise they presently fulfilled.

On the last day of October, 1843, another charter was granted to the Vermont Central Railroad. This one stuck. Commissioners were appointed to organize the road and Paine was elected its president. Solicitation for the sale of stock began at once . . . At the outset, Paine and his associates were hampered in organizing and in building by their determination not to go into the Boston financial market until the promoters of the Northern Railroad (of New Hampshire and destined to be a connecting link between White River Junction and Concord) were done with it. (They also held back for the Northern Railroad in New York.) But the New Hampshire people made slow progress and the patience of the Vermont crowd finally became exhausted by the delay. They began to make overtures to the organizers of the so-called Cheshire Route, from Fitchburg to Bellows Falls.

\* \* \* \* \*

Before we go further, consider the general topographical plan of Vermont: For almost the entire length of the state, from north to south, the Green Mountains make an all but insurmountable wall or backbone.

On one side, the valley of the Connecticut; on the other, the broad and arable slopes that lead to the shore of Lake Champlain. At only a few points could those early railroad promoters hope to cross the difficult impasse of the crest of the Green Mountains. The promoters of the first railroad into Rutland, were having an extremely hard time trying to locate into that city from Bellows Falls and the Cheshire Route. (Much more of this in Mr. Sargent's article printed elsewhere in this issue of the *Bulletin*.) The men behind the rival Vermont Central enterprise hoped to build their road from the Connecticut River, up the valley of the White River, to or near Montpelier, the capital of the state and then on through the valley of the Winooski to Burlington on Lake Champlain, its chief city . . . . Just where they would cross the summit of the Green Mountains caused considerable discussion among them. One group argued for a direct line through the Williamstown Gulf that would place both Barre and Montpelier upon the main line of the new road. One George Leonard, Jr. was engaged to lay out such a route and his survey showed "grades . . . generally moderate" . . . steepest at Williamstown, where for two and one-half miles the road would have to ascend at a grade of forty-three feet to the mile . . . and another through the "Gulf", five miles at forty feet to the mile.

Yet in the long run, the route through the Williamstown Gulf (and Barre and Montpelier) finally was abandoned and the present one, 5.09 miles longer, and running over Roxbury Summit and through Northfield, was chosen. So both Barre and Montpelier were finally left out in the cold by the main line, only to be reached through the years by a short branch.

Charles Paine had his hand in making this change.

Paine had his residence and place of business in the growing town of Northfield. He was inordinately proud of the place. And he became determined that the new railroad, that he headed, should not pass it by. He was a stubborn man and had his way in the matter.

An early railroader, Samuel M. Felton (who was to come to much distinction) was brought into the situation and under his guidance, T. J. Carter brought out a definite survey and report for a line that left the Williamstown Gulf one completely out of the picture. The new road, starting at the intersection of the Connecticut and the White Rivers (the present White River Junction), would ascend the White River valley through Hartford, Sharon and Royalton to Bethel; thence up the West Branch through Randolph and Braintree to the summit at Roxbury; down the course of the Dog River through Northfield and Berlin to the Onion River (now the Winooski) near Montpelier, then down the valley of the Onion through Middlesex, Waterbury, Richmond and Essex to Burlington . . . . The summit of the line would be at Roxbury, 46.61 miles from the Connecticut River; 678 feet above the level of that river and 913 feet above Lake Champlain.

It was first planned to come into Burlington, two miles south of the town, then, following the shore of Champlain, to come up to the busy steamboat landing and the wharf of Messrs. Follet and Bradley. Another route (longer but used eventually) ran through Winooski village to

the north of Burlington and through a three hundred and fifty-foot tunnel to the edge of the lake and the steamboat landing.

Carter estimated the cost of the grading of the road, including its masonry constructions, and the two mile branch into Montpelier, at a rather precise figure of \$767,265; for the track, an even \$8000 per mile—or \$896,000, all told; and \$110,000 for its rolling stock, at the outset. This last was to include eight locomotives at \$5000 each. The entire estimate, including some smaller items, came to a total of \$2,004,600, to which he added a contingency allowance of ten per cent—or \$2,204,970, which was a considerable amount of money for that day.

\* \* \* \* \*

The Carter report was adopted and published in the early spring of 1845 and in July of that same year, the organization of the new Vermont Central Railroad was completed, with the following roster of officers:

#### *Officers*

President .....	CHARLES PAINE, Northfield, Vt.
Treasurer .....	SAM'L H. WALLER, JR., Boston, Mass.
Clerk .....	E. P. WALTON, JR., Montpelier, Vt.

#### *Directors*

CHARLES PAINE .....	Northfield, Vt.
ROBERT G. SHAW .....	Boston, Mass.
SAM'L S. LEWIS .....	Boston, Mass.
JACOB FORSTER .....	Charlestown, Mass.
DANIEL WHITE .....	Charlestown, Mass.
JOHN PECK .....	Burlington, Vt.
LUCIUS B. PECK .....	Montpelier, Vt.

In adopting the Carter report, the Directors of the new road tried to appease the active sentiment in favor of the route through the Williamstown Gulf by saying that their engineers had thought that it would be extremely dangerous to attempt to operate a railroad through a pass from four hundred to six hundred feet in depth and a mile and a half long, with a constant danger in the winter from slides of snow and ice and earth. Moreover the Williamstown route would cost \$764,867, so Engineer Samuel Felton reported, as against an estimate of \$460,825 for the Northfield route, even though the latter was five miles longer. More than all this, Governor Paine was determined that the Northfield route should be chosen—and he was a man known for his determination.

The route, through Governor Paine's home town, definitely chosen, plans were now made for its immediate construction. No longer was there reluctance to go into the money markets of Boston. (It was always quite unthinkable that the still-young state of Vermont could entirely finance so large an undertaking) and there the money began to be forthcoming.

Sewall F. Belknap was engaged as a contractor to build the new line, which was immediately divided into three sections; Windsor to White River (White River Junction), 15 miles; White River to Northfield, 53.51 miles; Northfield to Burlington, 48.21 miles—or 116.72 miles, all told.

Ground was broken at Windsor on the 15th day of December, 1845. Real progress was made the following spring. The company's annual report for 1847 (its second) shows that \$786,777 already had been expended on the construction of these three sections—apparently Engineer Felton had not underestimated the cost of the new road . . . . The annual report the following year shows that steady progress had been made and the new line was approaching completion from Windsor through to Burlington . . . . From Windsor south, construction on the Vermont and Massachusetts, the Sullivan (County) and the Cheshire roads to connect with the Fitchburg into Boston was being rushed . . . . Hineckley and Drury in Boston were hurrying through ten locomotives "of superior workmanship" for the Vermont Central and Messrs. Davenport and Bridges of Cambridge were speeding along the freight and passenger cars. Depots along the new line were under construction; the village of Royalton had insisted upon building one at the expense of the local citizenry . . . . All was humming along the line of the new railroad.

\* \* \* \* \*

On June 26, 1848, the road had been quietly opened for passenger service between White River Junction and Bethel—twenty-five miles. A fortnight later, freight also was being handled on this section of the line . . . . And on September 17th of the same year, the railroad cars reached the summit of the line at Roxbury . . . . less than one month thereafter they were in Northfield. There, for a time, they were halted, during the passage of an unusually heavy winter in the Green Mountains . . . . But the sixteen-mile connecting link between White River and Windsor was finished and opened for traffic on the thirteenth day of February, 1849—which permitted the through operation of the road for 67½ miles.

Then came the completion through to the capital of the state. In the company's fourth annual report (published 1849) one reads:

"On the 20th of June last, the road was opened for passengers to Montpelier and the first locomotive steam engine entered the Capital of the State of Vermont that day. The distance from Northfield to Montpelier is 10 miles. The whole length of road now open and in operation is therefore 77½ miles."

Although in operation, much of the line was still subgrade. But ballasting to a minimum of two feet under the rail was proceeding steadily. The several bridges across the Winooski, wooden structures, built on the celebrated plan of Theodore Burr, were being rushed to completion, and before the end of 1849, the new road was at the east end of Burlington tunnel.

Vermont was beginning to be intensely proud of its new railroad. Governor Paine already was immensely proud of it. At Northfield, he had caused to be built of bricks, extensive shops, a roundhouse, all laid out symmetrically—and a passenger station, with a covered trainshed, more than a hundred feet in length . . . . The station cost over \$11,700 to build and some of the townsfolk felt that the Governor was getting a little reckless with his new railroad . . . . Northfield station still stands, long since shorn of its trainshed and its long extension wings; the shops

and the roundhouse in the rear; but it still has a distinction; In 1866, a bank was opened in the station-house and that bank still continues (1941) to do business there. For a great many years, it was the only bank in a railroad station in the United States.

\* \* \* \* \*

That same (1849) report of the Vermont Central gives some attention to the rolling stock of the new road . . . . It now had seven eight-wheel passenger locomotives (three passenger and freight) with the remarkable Baldwin-built *Governor Paine*, the king of the flock—and reputed to once have done a mile in forty-three seconds . . . . There is a ten-wheeler and a four-wheeler. This last was the *Abigail Adams* (named in honor of the wife of the second president of the United States; one of the few instances of an early locomotive being named after a woman) and it was the road's first engine—being delivered at the mouth of the White River in 1847 and put into service, as the road's line was gradually extended.

In 1849, there were seven eight-wheel passenger coaches in use on the road; also two eight-wheel baggage-cars and in one of these there was provision for handling the mails. There were fifty eight-wheel freight-cars and four four-wheel ones, twenty eight-wheel platform-cars and eighty-eight four-wheel gravel-cars, in addition to a supply of hand-cars and the like. Yet one finds James Moore, the superintendent of the line, demanding far more equipment. There was no supply, he complained, against emergencies. Two more baggage-cars were being built, but even these would not be enough for a road whose traffic was already beginning to show growth.

In the fiscal year, ending June 30, 1849, the line had carried 47,095½ passengers and 25,074 tons of freight. For the first service, it had taken in \$48,466.12; and for the second, \$44,616.12, with an additional \$528.34 for express, making a total revenue for the year of \$93,610.58 . . . . In that same twelve month, the operating costs had been \$27,484.17, leaving a net earning of \$66,126.41. It is to be noticed, however, that nothing whatsoever had been charged off for repairs or for maintenance of way, to say nothing of any form of depreciation or interest charges.

They were inclined to be a bit casual in those matters those days. Yet they could ill-afford to be casual. George Pierce Baker, in his remarkably interesting book, *Formation of the New England Railroad Systems*, calls attention to the bad conditions in the financial situation of Vermont Central, which began to show themselves, rather ominously, by the end of 1850. The high cost of finishing the affiliated Vermont and Canada, with its branch to Rouses Point, New York—of which, much more in a moment—was bearing the parent road down. The money market everywhere in New England was bad in 1850 and, says Baker, "as all hopes of obtaining subscribers in the usual mode were destroyed, and as the Vermont Central was forbidden by an injunction from providing the money necessary for the purpose by an issue of their own bonds, the stockholders, to induce capitalists to furnish the means, authorized the directors . . . . to take a perpetual lease of the Vermont



and Canada, with the right to purchase and pay a clear rent equal to eight per cent per annum on its cost."

This lease had an unusual clause, one that was to cause much litigation and bad feeling in forthcoming years; This clause provided that, if ever the parent company (Vermont Central) failed to pay the rent to the Vermont and Canada, the latter company should have the right to take over the parent, manage that company and run the two properties together until all past-due rents should be paid out of net earnings.

Here was a clause that portended much trouble for the future.

\* \* \* \* \*

Now comes the Vermont and Canada—and with it, the remarkable Smith family of St. Albans—squarely into the picture, and no longer can either be ignored.

No sane person, even in those early days, ever believed that Vermont Central would be content to end its days and ways where the waters of Lake Champlain lapped up against the steamboat wharf at Burlington. It had announced bigger things for itself . . . . It was planned for far more. The great Canadian city of Montreal was a far more logical terminal for the line . . . . a still more ambitious dream, soon to be realized, was Ogdensburgh, New York, and its direct connection with the water services of the Great Lakes.

In the pleasant farming village of St. Albans, close to the Canadian line, and from a slight elevation overlooking the waters of Lake Champlain and the distant Adirondacks beyond, lived the Smiths—the family who were beginning to attain prominence in the still-new community. Their farms were composed of fertile lands, well-tilled and well-managed and the Smiths of St. Albans were laying the foundations of a future importance that was to extend well beyond the boundaries of Vermont. In 1850, John Smith was still head of the clan. But his son, John Gregory, was already thirty-two years of age and was rapidly coming into prominence in the business life of northern Vermont.

John Smith had helped Governor Charles Paine to obtain the charter of the Vermont Central Railroad. It was a part of a picture that he was beginning to create within his own mind. Together with his son's brother-in-law, Lawrence Brainard, also of St. Albans, and James Clark, of nearby Milton, he was prepared to stake much of his hardearned money—not for the original Vermont Central enterprise—Paine apparently was taking very good care of that—but for an extension of it north from Burlington, or some point close to Burlington, both to Montreal and to Rouses Point, there to connect with the Northern Railroad, already in course of development through to Ogdensburgh, on the upper St. Lawrence. With this in mind, Smith and Brainard and Clark had incorporated, in 1843, a road called the Vermont and Canada, which took off from the Vermont Central at a point eight miles east of Burlington—to be known through future years as Essex Junction—and which was to proceed straight north through St. Albans toward the Canadian line and Rouses Point.

In after years, there was to be much criticism of the location of this line. In order to bring it squarely through the village of St. Albans, it ascended steep grades north of Essex Junction and having attained St. Albans hill, it ran just as sharply down again. It used to be said among the railroaders that if you let a car get away from you in St. Albans yard, it would go sliding all the way down into Canada without stopping itself . . . . Unquestionably a great deal of money could have been saved, both in construction and in operation through the years, if the road had been placed closer to the lake. But then it would not have passed through St. Albans village and the Smiths had willed that it should pass through St. Albans village and they would make the town the headquarters of the railroad. And when the Smiths of St. Albans once willed a thing, it was hard to will it otherwise. So up into the heart of St. Albans the new railroad ascended and let the other fellow pay the coal bills for climbing up the hills through the years.

\* \* \* \* \*

The problem of the construction of the new road to a connection across Northern New York to Ogdensburgh was an even greater one. A first plan to make this connection right north of Plattsburgh was abandoned almost at the outset. That would have meant a crossing of Lake Champlain for four or five miles from South Hero Island to Cumberland Head. The lake is deep at that point and the cost of either a bridge or embankment or ferry would have been tremendous. The plan was rejected and the more logical crossing via Alburch to Rouses Point, within a half-mile of the Canadian line and at the point where Lake Champlain finally debouches into the Richelieu River was chosen—and it was planned to build embankment and bridge for less than a mile, all told. This time the promoters of Vermont and Canada showed greater sense than at St. Albans. A good sense born of necessity, but good sense nonetheless.

Moreover, Boston money had threatened to withdraw from the entire enterprise unless there should be unbroken rail into York State—and without the Boston money, the new railroad could never have been built. Speaking of this, a local historian was to write, a few years later:

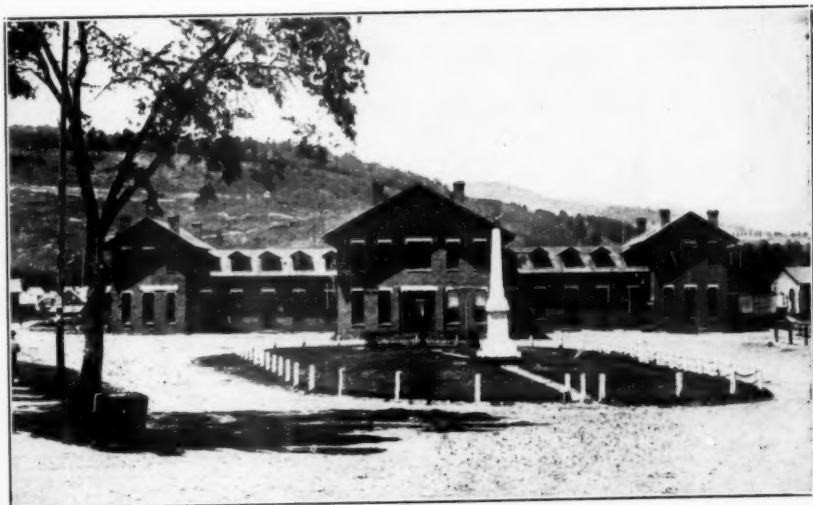
"The idea of 'bridging the lake' was ridiculed as one of the most preposterous ever indulged in by sane men. Remonstrances with hundreds of signatures from Burlington and towns further to the south and from all the villages on the New York side of the Lake flooded the legislature. Even some of the towns lying within a few miles of the proposed road sent in remonstrances . . . . They were also represented at the legislature by astute and busy lobbyists who contributed to swell the clamor against the monstrous proposition. . . . The brunt of this memorable contest was borne by St. Albans and to cripple her energies the more, a bill was introduced to move the shire of the county to Sheldon . . ."

When the legislature finally granted the Vermont and Canada its charter, any provision for crossing the sandbar to South Hero was eliminated specifically—and the steamboat owners of Burlington who had dreamed of their monopoly broken, slept peacefully once again.





Northfield, Vt., Headquarters of the Road, Showing the Offices and Shops



The Old Northfield Station Housing the Offices.



The Vermont and Canada organized in Boston in 1847, had the following official list:

#### Officers

President .....	JOHN SMITH, St. Albans, Vt.
Vice-President .....	SAMUEL WALLEY, Roxbury, Mass.
Clerk .....	LAWRENCE BRAINERD, St. Albans, Vt.

#### Directors

JOHN SMITH .....	St. Albans, Vt.
CHARLES PAINE .....	Northfield, Vt.
S. S. LEWIS .....	Boston, Mass.
S. M. FELTON .....	Boston, Mass.
LAWRENCE BRAINERD .....	St. Albans, Vt.
WILLIAM FARRAR .....	St. Albans, Vt.
HEMAN CARPENTER .....	Northfield, Vt.

St. Albans having been reached, in the autumn of 1850, the road was pushed through Swanton, the following year to Alburgh, close to the east bank of Lake Champlain. Until the bridge could be completed there at the foot of the lake, a ferryboat, the *Ethan Allen*, was used to transport passengers and freight across to Rouses Point. There was a trestle bridge, 4200 feet in length, with a draw, over the Missiquoi Bay, but the steamboat interests, combined with the local ones of Burlington and of Plattsburgh, had continued their bitter fight against the bridging of Lake Champlain, even at its narrow neck at the Canadian line where it becomes the Richelieu River for its course through the Province of Quebec.

The road at one time considered crossing into Canada, but the Canadian authorities refused to permit the bridging of the Richelieu at that point.

The matter was finally compromised by building a curious "floating bridge" which spanned a 300 foot gap between trestle construction from either shore. Within this short distance, a long boat or scow fitted with a track on its deck, shuttled back and forth, as necessity dictated. To Governor Paine, the first president of Vermont Central, was given the credit for this device which, against the icy waters of a northern winter, sometimes proved difficult to operate and it was replaced a few years later (1860) by a continuous bridge, with a draw, the United States Post Office Department having come to the aid of the railroad in its struggle for through rails.

Through rails left the Vermont Central in far better position to meet the competition of the Rutland and Burlington Railroad which needs must rely on a considerable water link across Lake Champlain between Burlington and Plattsburgh, from which a railroad was being built by way of Mooers up to Montreal. This Burlington-Plattsburgh route, however, was practically out of business in the long winter months when Lake Champlain is more or less completely frozen over—and its steamboats rendered idle.

All of this was hard sledding, even for a country that was fairly well used to hard sledding. The Vermont and Canada had managed to dispose of \$100,000 worth of its stock locally, but this was hardly more than a drop in the bucket. Boston capital was again appealed to for help. But Boston capital was beginning to be chary; there was a growing Yankee distrust there for those far-away Vermont railroad enterprises. And this despite the fact that the metropolitan city and port of Boston was still hungrily seeking a new rail outlet to the West. Remember that. Blocked by the Berkshires and by the long north and south range of Lake Champlain, this was going to prove to be no easy problem . . . . The Vermont railroad enterprises, after all, seemed to be the best, if not the only solution to it.

It was in that long-ago time that John Smith and Lawrence Brainerd and Joseph Clark decided upon a bold course that proved to be entirely successful. They dug more deeply into their pockets, gathered together their resources and decided that if no one came to help, they themselves would build the Vermont and Canada. So when the contract for the building of the line was let to Messrs. Balch, Kearney and Hinch, they became personally responsible for the payment of the contractors' bills—which meant they were obliged to go into their pockets for the tidy sum of about \$350,000.

Construction on the Vermont and Canada was started early in September, 1848, in the township of Georgia by seven men who were gathered for the purpose. Word of this pitiful force eked through to Montpelier. There was ironic laughter at the capital. The legislature was assembling. It became evident that the bitterness against the whole Vermont and Canada enterprise, which had shown itself in the matter of crossing the Lake, was in no wise abated. Its enemies gathered in the halls of the Capitol and laughed at the project, proclaimed its inevitable failure. One of them reported that there were only seven men at work the entire distance from Essex Junction to Alburgh.

There had been a reason for this: The contractors had been building a railroad in New Hampshire and they had delayed getting men and materials to the Vermont job. The road to it led straight through Montpelier. Dramatically, they took advantage of this. On a sunny October afternoon in 1848, the tree-shaded main street of the town was filled with a mighty parade of men and horses and carts, of road-making machines and the families of the workmen in wagons and buses en route to build the new Vermont and Canada. There were cheers and the music of a band. The legislators came out of the Capitol and stood upon its steps, watching the procession. When they returned to their desks, there was little talk of any failure to complete the railroad across the state . . . . Construction went ahead, without further delay. And on the 18th day of October, 1850, the first train entered St. Albans, drawn by the doughty little *Abigail Adams*, and was greeted with huzzahs by the assembled citizens of the town . . . . The following year saw the road, with the ferries, in use all the way through to Rouses Point.

But how was the celebration at little St. Albans to be compared with the one that followed at Boston in September of the following year?

That was no mean event. Committees, provided with free passes and expense accounts, had traveled as far north as Montreal and as far west as Ogdensburgh and Lewiston and Toronto to make the proper preparations for it; to see that the invitations were delivered in due form and ceremony. No less persons than Millard Fillmore, President of the United States, and Lord Elgin, Governor General of Canada, came to the Boston Celebration. There were lesser dignitaries of importance, by the dozens. There were banquets upon banquets, innumerable speeches and toasts, but best of all, mighty parades through the narrow turning streets of Boston Town.

That celebration, which was to live in the memories of the town for many a day to come, had its real beginnings on the morning of September 17, 1851, in Dorchester, when a preliminary parade escorting President Fillmore, slowly wound its majestic way through Roxbury and across the Neck into Boston itself. In fact, the first day's celebration had had its beginnings in the bright sunshine of the very early morning, when the gaily decorated steamboat *Canonicus* had slowly nosed into its landing at Fall River Dock. There had followed a reception on the *Empire State*, moored at the other side of the long dock, then the Presidential party, and the reporters, had taken a special train on the Old Colony, hauled by the handsome locomotive, *Hingham*, also highly caparisoned. Swift progress was made to the Harrison Street station-house in Dorchester, which had its full share of the decorations . . . Boston and its suburbs had done themselves proud in all of this. Says the official chronicler of this beginning event:

"Flags waved in the breeze from every eminence in the vicinity. The ladies—the beauty of Norfolk County—graced the occasion by a large attendance. They filled the windows, covered the hillsides, thronged the balcony of the Mattapan Bank, and even made their appearance on the roofs of buildings in the immediate vicinity . . . The railroad track and the different roads forming a junction with it were kept well-sprinkled by the authorities of Dorchester; and by the liberality of Enoch Train, Esq., the route from Dorchester to the Roxbury line had been watered in the morning so that, although a bountiful supply of dust was furnished by the trampling of the hundreds of horses which preceded the carriages containing the distinguished visitors, the public had the satisfaction of knowing that a great deal more had been prevented from showing itself . . ."

The President drove into Boston in a carriage, furnished from Niles' stable, which was "exceedingly handsome and was drawn by six elegant grey horses." There was a "suitable escort" of the Norfolk Lancers, also mounted.

This first procession went through Park Street to Neponset Turnpike, made its way up Adams Street, over Meeting-House Hill, into Boston Street and through Mount Pleasant and Eustis streets to the Roxbury line. Everywhere it was acclaimed, wildly . . . But the chief reception of all was at high noon at Boston Neck. Here awaited not less than five regiments of the Massachusetts Militia, in addition to

many individual companies, Governor Boutwell of Massachusetts, Mayor Bigelow of Boston and a great many other luminaries. Let the official chronicler again describe it in his own words:

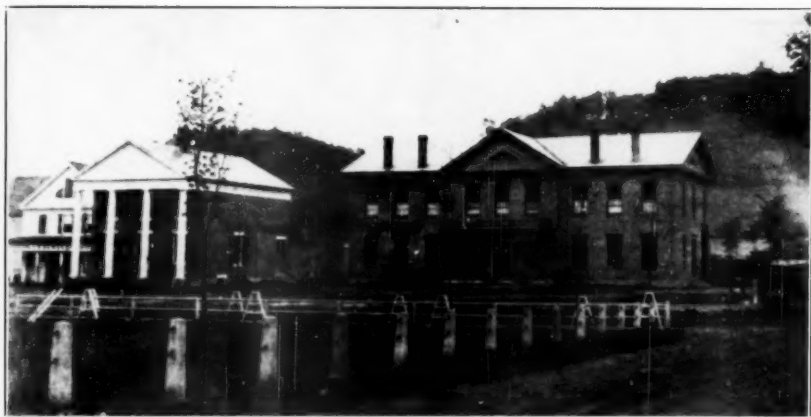
"The Mayor and his suite were drawn up on the east side of Washington Street, while the west was occupied by the long line of troops composing the escort. The scene which was presented to the eye, at the moment (12 o'clock) when a discharge of artillery announced that the President had reached the line was singularly beautiful and imposing and perhaps in no part of the city could a spot have been selected, so well adapted as that, to give effect to the ceremony which was about to be performed. Commencing at the line, a broad avenue, lined on either side by a row of noble elms, stretches down toward the heart of the city, in which direction, the view from a gentle elevation in the avenue near the line, is unbroken for more than half a mile, when a graceful curve terminates the vista.

"Stretching across from tree to tree or from house to house, gay lines of flags were floating in the breeze, while the ample sidewalks were thronged with the crowds who had eagerly assembled to see and to welcome their President. A wide space in the center of the avenue, flanked on the one hand by the train of carriages containing the authorities and the guests of the city, and on the other by the military companies comprising the escort was kept open; and toward this now approached the President with his suite, escorted by the Lancers, with their bright uniforms, glancing spears and floating pennons. Having advanced, amid the pealing of cannon, the shouts of the multitude, the waving of handkerchiefs, and the inspiring sounds of martial music, within the line of the escort, the troops gave the military salute . . . ."

The Mayor of Boston made an address. The President of the United States responded to it. The parade moved on. It threaded Washington Street, made a few other turns and presently came to Boston's finest tavern of that day, the Revere House in Bowdoin Square. There the crowds that filled the old town that day came to their greatest intensity. There it was that New England's most distinguished citizen, Secretary of State, Daniel Webster, stood to extend his own welcome to his chief . . . . Later in the day, in the State House, he spoke his own piece . . . . When Daniel Webster spoke, all Boston halted to hear the words of gold come rolling off his tongue. And rarely had they been of finer vintage than upon this historic occasion.

Daniel Webster spoke. Daniel Webster glowed. He threw back his head and the great mane of hair that crowned it and the golden words poured forth. He brought in Bunker Hill and Faneuil Hall and—more than once—the mighty Commonwealth of Massachusetts. "I am of Massachusetts—bone of her bone and flesh of her flesh," said he. His speech became impassioned . . . . He hesitated lovingly upon the phrase, the "ties of interest," then continued:

"What is it that supports all these interests? Here is a mass of commerce. Who protects it? Here is a vast interest in manufactures. What protects it? Here is a coasting trade running from Newburyport around to California. Who protects it? What laws? What government? In short, wherever we turn our eyes we see that this state is not only an agricultural state, but a commercial state, a manufacturing state, a state mixed up with all the interests that belong to society; and beyond all these visible and demonstrable interests, there are a vast many Yankee notions besides; with all these we live under the laws of the general government and should perish if those laws were abrogated . . . ."



The First Station at Montpelier, Vt.



The First Station at St. Albans, Vt.





Mr. Webster said more. Mr. Webster said much more. But somehow he failed to mention the Vermont Central Railroad; in fact, he made no reference to railroading whatsoever. The celebration was getting the least bit out of hand. . . . On its second day, when Lord Elgin, the Governor-General of British North America and his suite arrived and there was an elaborate water review and regatta in Boston Harbor, the railroad was also a bit overlooked, save for the fact that the invited party moved in a special train of five cars and the locomotive *Essex*, from Hanover Square, over the new Grand Junction Railroad to East Boston where the reviewing ships were boarded. That evening, in addition to various dinners and state balls, there was a display of fireworks in honor of the opening of the Grand Junction road on the grounds of that company.

\* \* \* \* \*

The third and final day of the celebration the new railroad route through to Ogdensburgh and the Great Lakes received somewhat better recognition. There was another parade—far greater than that of the opening day—and in the decorations along the line of march one found many references to the Iron Horse and his new pathways. The most elaborate of these was on the School Street facade of the City Hall, where a large arch had been erected over the passageway to the building, showing a train of cars in full motion. Upon the pillars that supported this arch were the names of the thirty-two railroads of Massachusetts . . . . From the front of the Merchants' Exchange in State Street, where the Ogdensburgh and the Rutland had established their offices, a huge map was suspended, showing the new railroads of New England, New York, Ohio, Pennsylvania and Upper Canada, with the inland water routes running in connection with them. Below all this ran the inscription:

THE WEST AND CANADA TO BOSTON, VIA OGDENSBURGH, VERMONT  
CENTRAL, AND RUTLAND AND BURLINGTON RAILROADS.

This last idea was emphasized in the parade itself, when an express wagon with ten barrels of flour appeared, supporting a staff surmounted with a golden eagle and bearing a white and buff banner with this inscription:

WESTERN VIRGINIA FLOUR, VIA OHIO RIVER, GREAT LAKES,  
OGDENSBURGH AND VERMONT RAILROADS.

772 BARRELS FROM ONE MILL—CONSIGNEE  
LYMAN REED & CO., BOSTON

DISTANCE OF TRANSPORTATION	1000 MILES
TIME OF TRANSPORTATION	12 DAYS

FREIGHT PER BARREL, \$1.05 FROM THE OHIO RIVER TO BOSTON

In a vast variety of floats and wagons, showing the handiwork of Boston and surrounding New England, there were to be noted things that pertained especially to the railroad . . . . an elegant omnibus of

Hobbs & Prescott's line, labelled "The way to the railroad" . . . and more specifically, a railroad coach from the establishment of Davenport & Bridges in Cambridge, drawn by a long double line of horses . . . far more spectacular, the seventeen-ton locomotive, *Potomac*, which the Globe Locomotive Works of John Souther had just finished for the Richmond and Danville Railroad in Virginia, drawn by twelve horses and flanked by 150 workers; and a similar locomotive, the *Elvira*, contributed by the Boston Locomotive Works and escorted by 350 men—blacksmiths, iron founders, boiler makers and machinists . . . Seth Wilmarth also was to have exhibited a locomotive, but at the last minute was prevented from so doing . . . There were other exhibits of railroad appliances, but none to equal the impressiveness of the two locomotives rolling and tossing through the Boston streets.

\* \* \* \* \*

In the evening of that final day there was a great dinner in a pavilion which had been erected in the Common opposite West Street, at which 3600 men, including the President of the United States, feasted their stomachs and their souls, and listened to addresses by Lord Elgin, the Hon. Edward Everett, Governor Boutwell and Mayor Bigelow . . . still others. The oratory was profuse. Words again were golden . . . and there were fireworks and general illuminations everywhere for the populace . . . The unforgettable Railroad Jubilee of Boston faded out in a blaze of glory.

\* \* \* \* \*

In the meantime, what was happening up on the Vermont Central itself?

No golden words up there. Just battered coppers. Small change—and exceedingly small change at that.

It was beginning to be hard sledding indeed for Vermont Central. Its promoters were finding that it is one thing to build a railroad; and another to operate it—profitably. And this despite the flowing words of Josiah Quincy, Jr., of distinguished Boston lineage, who had become treasurer of the company and who wrote into its annual report (of 1851) the following eulogium:

"The continuous line of railways from the waters of Lake Ontario at Ogdensburgh (sic) and the St. Lawrence at Montreal to tidewater at Boston and New York is finished and distant nations are united in the bond of common interest and intercourse . . ."

It chanced that within a year it was this same Josiah Quincy who, within the twelvemonth, was in serious financial difficulty. The road's annual report for 1852 gives a full account of Mr. Quincy's rather unexpected insolvency which, in the long run, ruined the railroad's credit and caused it to be turned over to the trustees of the first mortgage bonds. Thus what was, perhaps the most important step in its whole history, began.

Under a contract, already drawn up, the Vermont Central in such an emergency as this, was to make an annual payment of \$108,000 to

the Vermont and Canada, payable in semi-annual installments . . . . The road struggled along doing this until December 1st, 1854, when there was a default in the payment of \$54,000 due that day. Four months later, the Vermont and Canada, tired of waiting longer, demanded that the Vermont Central be handed over to it. This was not done. The creditor road then went to law and through the courts accomplished the thing. The courts ordered the debtor road turned over as of July 2, 1855 . . . . Much bad feeling was thus engendered. Boston capital, which had been aroused at the entrance of the Smiths of St. Albans in the picture, now was angered—but helpless. A contract was a contract and this one stood firmly despite a vast amount of litigation that was then begun.

The bad money market of 1849 and 1850 was reflected in this situation. The Vermont Central's annual report of 1850 had recognized it, saying:

" . . . as all hopes of obtaining subscribers in the usual mode were destroyed and as the Vermont Central were forbidden by an injunction from providing the money necessary for the purpose by an issue of their own bonds, the shareholders, to induce capitalists to furnish the means, authorized the directors . . . to take a perpetual lease of the Vermont and Canada with the right to purchase, and pay a clear rent equal to eight per cent on its cost."

To revert to the lease again.

"This lease, for fifty years," comments Baker, "had an unusual clause and one which was to cause a great amount of litigation and bad feeling in the years to come. This clause stipulated that, if ever the 'parent' company failed to pay the rent to the Vermont and Canada, the latter should have the right to take over the 'parent' company, manage that company and run the two properties together until all past due rents should be paid out of net earnings."

This was precisely the thing that was done—in July, 1855,—the thing that started all the trouble. The trustees had claimed that the Vermont and Canada owed the Vermont Central a sum on account of construction which, under the law, could be offset against the rent. These men, vigorously representing the original owners of the road, also believed that the Vermont and Canada had no right to property acquired by the Vermont Central subsequent to the lease. They were prepared to fight and they did fight—all the way to 1861, when receivers for both roads were appointed by the courts.

It used to be said that most of the railroad receivership law in the United States had been set upon the many decisions handed down in the varied troubles of the Vermont railroads. Certain it is that they were many—and long continuing . . . . The "Trustees and Managers" of Vermont and Canada and Vermont Central once appointed—they were either the Smith interests or closely identified with them—continued to run the two roads until 1873, when there was a complete re-organization and a newly formed Central Vermont Railroad Company took over the management of them. But all this anticipates.

For the moment, consider the capable John Gregory Smith of St. Albans, who rapidly was succeeding to the properties and prestige of his father, planning to make a really great railroad out of the Vermont

Central properties—to bring into actual being, if possible, the dream set down in those golden days of the Boston Jubilee.

• • • • •

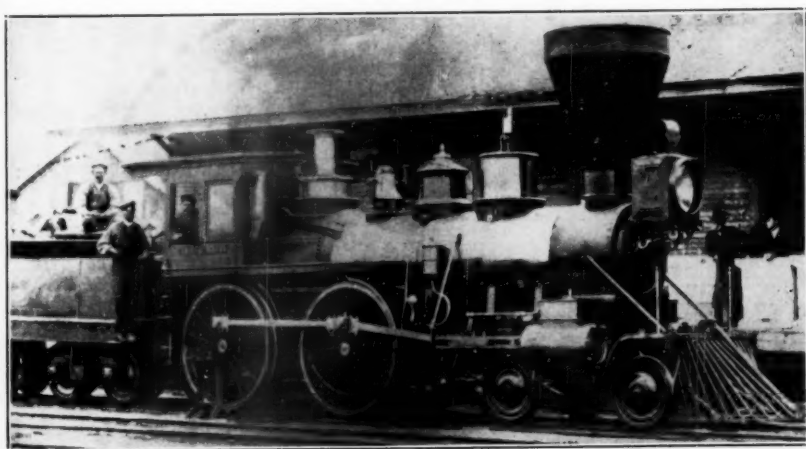
The Vermont Central (with its northerly extension, the Vermont and Canada) operating over its curious bridge-and-ferry combination over the foot of Lake Champlain, was completed into Rouses Point and the connection with the Northern Railroad (of New York), and opened for regular traffic in the summer of 1851. In that same summer, a rail connection was made through to Montreal . . . . Sixteen years before, a railroad—the Champlain and St. Lawrence, designed largely for summer use—had been opened from La Prairie, on the south bank of the St. Lawrence, across and above Montreal, to St. John's on the navigable Richelieu River—the outlet of Lake Champlain. In those days, St. John's was the foot of Lake Champlain navigation . . . . In a short time, this became a busy all-year route. It was extended in 1852 from St. John's through to Rouses Point, fifty miles distant from the St. Lawrence, which in 1859 was bridged at Montreal by the famous Victoria Bridge of wrought iron, well over a mile in length. This bridge was a tunnel-like, tubular construction of twenty-five long spans. It was fabricated in England by the famous Stephenson engineering firm of Newcastle-on-Tyne, shipped to America and set up. At that time, and for years afterwards, it was rated as one of the seven wonders of the world.

With the completion of the short link between St. John's and Rouses Point, there was, in 1852, through rail from Montreal (or rather, still La Prairie) to Boston. This also provided rail service between Montreal and New York, although it was a somewhat roundabout route. At that time, and for some years afterwards, there was no through railroad down the west side of Lake Champlain. The passenger bound by rail from the chief city of Canada to the chief city of the United States, needs must cross the international boundary into New York State at Rouses Point, then pass over the foot of Lake Champlain to Essex Junction on the Vermont and Canada, change at Essex to the Vermont Central for eight miles, from Essex to Burlington; at the chief city of Vermont change again—to a train on the Rutland and Burlington, which eventually brought him to the brisk town of Rutland, where there was still another change to be made—this time to a combination of the Rensselaer and Saratoga and the Rutland and Washington roads, leading to Troy, into which the Hudson River Railroad had been opened from New York City in the autumn of 1851. A cumbersome route this, with all of its changes, and hardly comparing with the historic water trip up the Hudson, the Champlain Canal and Lake Champlain to St. John's, but it was to be preferred in winter—ininitely preferable to long treks over snow-filled roads by stage and bus . . . .

The New York-Montreal rail route was gradually straightened and shortened; the Rensselaer and Saratoga and other roads were made into what is today the Delaware and Hudson, straight north from Albany to Plattsburgh, from whence there long ago was a rail route to Montreal, crossing the Northern Railroad (of New York) at Mooers,



The Present Station at St. Albans, Vt.



V. C. "Alburgh"—Northfield, 1866. 15x24" 63" 59300.



twelve miles west of Rouses Point. A few years later, the Delaware and Hudson built a direct line from Plattsburgh to Rouses Point and the abundant Montreal connections there—and only recently it abandoned and tore up the original route by way of Mooers.

\* \* \* \* \*

Gregory Smith was never satisfied with his railroad reaching Montreal by the devious Rouses Point route. So, in the early sixties, already sitting in full control of the destinies of Vermont Central—having also become the war Governor of Vermont—he was instrumental in having a new route thrown open; running directly north from St. Albans to Highgate, at the Canada line, and thence up the east bank of the Richelieu as far as St. John's, in the Province of Quebec, which it crossed at that point; then on the rails of the Grand Trunk into the great and rapidly growing city of Montreal. This shortened the line and bettered its running-time appreciably.

Vermont Central now (1863) had over two hundred miles of line—with its rolling-stock steadily being placed in better condition. It consisted of the original Vermont Central (as chartered in 1845) 117 miles; 57 miles of Vermont and Canada and the 23 miles of the Montreal and Vermont Junction (from the international line into St. John's). It had over forty good locomotives in its service, many of which it had built in its own shops which with headquarters of the road, had been moved into St. Albans in 1860—Northfield as an operating center having been entirely abandoned at that time.

All of the road's engines were still wood-burners; picturesque old affairs they were, with their giant stacks towering high over everything and sending out behind them great, billowy clouds of tumbling smoke. Daniel Willard, one of Vermont Central's most distinguished graduates, and until recently, president of the Baltimore and Ohio, (he worked, at the outset, with a Vermont Central track-gang at Windsor, near his boyhood home) remembers particularly the gorgeous *General R. F. Taylor* and the *General Sheridan* passing the Willard farm at North Hartland. That was in a considerably later day, however, (1879) and the road was already beginning to change to coal-burning locomotives . . . Of the wood-burners of the 'sixties, *The Vermonter* (in 1932) said:

"Long woodsheds, prosaic but essential, could be seen beside the tracks . . . up to about 1890, and stops to wood up, participated in by the entire train crew, were made about every thirty miles. A train proceeding north from White River would stop for fuel at Chase's Cut, between Bethel and Randolph, then at George Tarbell's, between Braintree and East Granville; then at Middlesex, Waterbury, Bolton Flats and Georgia. The engines, with flaring, screened-top stacks, were sometimes facetiously called 'hay-burners' by firemen who had to be quite continuously active. The business of supplying the railroads with wood gave employment to many men and teams and the hillsides in the vicinity of any consequential yard, like Roxbury, came to be well denuded of hardwood timber during this period. Wood trains were also run to keep the various yards supplied.

"An outbreak of fire near the railroads in that era could always be conveniently attributed to sparks from the engine."

There still remained the change of cars at Essex Junction, through all those years—and of this the distinguished Edward J. Phelps (afterwards United States Minister to the Court of St. James in the administration of President Grover Cleveland) was to express the feelings of a harassed traveler who had boarded the wrong train at Essex Junction in these poignant words:

"Here Boston waits for Ogdensburgh  
And Ogdensburgh for Montreal,  
And late New York tarrieth  
And Saratoga hindereth all!  
From far Atlantic's wave-swept bays  
To Mississippi's turbid tide,  
All accidents, mishaps, delays,  
Are gathered here and multiplied!  
Oh, fellow man, avoid this spot  
As you would plague or Peter Funk shun!  
And I hope in hell  
His soul may dwell  
Who first invented Essex Junction!  
And long and late conductors tell  
Of trains delayed or late or slow,  
Till e'en the very engine's bell  
Takes up the cry, 'No go! No go!'  
Oh, let me from this hole depart,  
By any route, so't be a lone one,  
He cried, with madness in his heart,  
And jumped aboard a train, the wrong one,  
And as he vanished in the smoke  
He shouted with redoubled unction  
I hope in hell  
His soul may dwell  
Who first invented Essex Junction!"

\* \* \* \* \*

As far back as 1852, when Charles Paine was in full control of the road, Onslow Stearns was made general superintendent of Vermont Central. Onslow Stearns was also general superintendent of the Northern Railroad (New Hampshire), which connected with the Vermont road at White River Junction, and led to Concord and connections with the Boston and Lowell through to Boston.

In 1861, Onslow Stearns was watching Gregory Smith most uneasily. Smith was by way of making a move that boded ill for Stearns and his Northern Railroad of Hampshire. J. Gregory Smith was leasing the Sullivan Railroad (afterwards known as the Sullivan County) which ran from the Central Vermont's southern terminus at Windsor, south through the valley of the Connecticut River to Bellows Falls, where it met the Cheshire Railroad which, in connection with Fitchburg, formed a rival route into Boston . . . And at Bellows Falls, the Sullivan road also met the Connecticut River Railroad which went south through the valley to Brattleboro, Greenfield and Springfield, at the latter point connecting with the Western Railroad (afterwards the Boston and Albany) and the railroad through to New Haven and to New York.



Onslow Stearns had no love for the Cheshire route. It was known that he was withholding cars and traffic from it—to go over his own road. No one knew this better than Gregory Smith and so when Smith finally leased the Sullivan Railroad, he leased it in his own name; as he said, for the benefit of himself and associates.

J. Gregory Smith had many good arguments for this acquisition. Certainly Onslow Stearns was acting up—acting as if he had the Vermont Central traffic completely under his control—for the benefit of the Northern of New Hampshire. Yet, Baker comments, that, while it may have been in the interest of Vermont Central, it certainly was also very much in the interest of J. Gregory Smith that the Sullivan road be absorbed; considerable profit was reputed to have been made by him in the transaction.

A third and far less important acquisition of the Vermont Central, in the decade of the 'sixties, was a small road running east from St. John's, in the Eastern Townships of the Province of Quebec, then known as the Stanford, Shefford and Chambly Railway, afterwards as the Waterloo Branch of Vermont Central—a name which has stuck to it to this day.

This road had been chartered in 1853, but work was not started on it until three years later. In January, 1859, it had been completed to Farnham, and on the last day of 1859, it was through to Granby. The section between Granby and Waterloo was through a more hilly country and it was not until the midsummer of 1861 that the line finally was completed to the latter point. According to Robert R. Brown of Montreal, there was a local tradition (unconfirmed) between the railway and the town of Waterloo that if the whistle of a locomotive was heard in the town on Christmas Day, 1860, the town would give the road some substantial financial assistance. When Christmas Day, 1860, came, the end of steel (or, more likely, iron) was still about six miles away and there was no hope of completing it in time, so a small locomotive was loaded on a sledge and hauled into Waterloo by oxen. Christmas morning the engine was steamed up and down the main street, with its whistle blowing. The joke was on the town and it paid up cheerfully.

A glance at the map would seem to show that the Stanford, Shefford and Chambly, running at right angles from the north terminal of the road, did not fit very naturally into the Vermont Central picture. It seemed to be of very little real strategic value to the road . . . . Wise- acres around St. Albans depot said that Gregory Smith had bought it to save buying a bridge for his Vermont Junction and Montreal across the broad Richelieu at St. Johns—and Gregory Smith let it go at that. He was not in the habit of parading his plans to the multitude . . . . But in the back of his shrewd old head he had a far deeper plan . . . .

In the middle of the 'sixties, still another railroad was thrusting its way up to the Canadian line and beyond. This was the ambitious Connecticut and Passumpsic Rivers Railroad, which had its beginnings at White River Junction and which, thrusting straight north through Vermont, had already reached St. Johnsbury and Lyndonville and was

completing its rails to Newport on Lake Memphramagog, very close to the international boundary . . . . At a rough glance, the logical northern terminus for this new road would have been through Sherbrooke to the ancient city of Quebec—or, rather, at Levis, directly across the broad St. Lawrence from that frowning fortress. Smith figured otherwise.

His mind forever was largely upon that mighty center of inland traffic—Montreal . . . . It would be an easy matter for the Connecticut and Passumpsic to thrust itself west from Lake Memphramagog to St. Johns and Grand Trunk connections into Montreal. It is not known whether or not J. Gregory Smith ever coveted the Connecticut and Passumpsic for the Vermont Central. Perhaps he figured that he could control the situation quite as well through the far cheaper acquisition of the Stanford, Shefford and Chambly. Built across an absolutely level country, it had been a cheap railroad to build, but it was a real purchase at almost any price. Not only did it seem to shut off expensive competition against the Vermont and Canada (Vermont Central), but, serving a very rich farming country, it offered an opportunity for local traffic in and out of Montreal.

It is not known how much Smith and his associates profited by this transaction—unpleasant rumors were beginning to run through northern Vermont—but it seems to have been more or less justified by the strategic situation that had been aroused by the completion of the Connecticut and Passumpsic to the Canadian line . . . . That road eventually was put through to the important town of Sherbrooke, where it made connection with the Quebec Central for the old city of Quebec. And eventually, a line did come out from St. Johns to meet it at Newport. This was the Southeastern Canada, first narrow-gauge and then standard-gauge.

In later years, the Connecticut and Passumpsic became a part of the steadily expanding Boston and Maine system and the Southeastern Canada of the Canadian Pacific, which already had its own line between St. Johns and Montreal by way of the Lachine Bridge over the St. Lawrence. It became a popular through route between Boston and Montreal—and has so remained . . . . When, within rather recent years, the Boston and Maine was forced to retrench considerably, it divested itself of all that part of the Connecticut and Passumpsic north of Wells River, Vermont, to the Canadian Pacific, which today operates it.

. . . . .

At the end of the 'sixties, the vigorous J. Gregory Smith had already greatly expanded the Vermont Central—and he was just at the beginning of his task. He had added to the parent company, not only the Vermont and Canada, which had been brought in through a friendly agreement between stockholders and bondholders of both companies, made in 1864, but the Montreal and Vermont Junction, the Sullivan Railroad and the Stanford, Shefford and Chambly; which had now up-built the Vermont Central into a considerable railroad. Moreover, Smith had made large improvements to the property itself. He not only increased its locomotive fleet, but its quality, as well. He had

torn old bridges and buildings down and built new ones. And of all these, none was more important than the grand new passenger station in the pleasant town of St. Albans—his pet and pride.

St. Albans station deserves a few paragraphs of its own—and shall have them. It still stands practically unchanged from the form in which John Gregory Smith built it—'way back in 1869—and it is still the headquarters of the thriving railroad which once he so carefully nurtured.

I have called St. Albans the pet and pride of the Smith family. Not content to be reckoned merely as its overlords, they ever gave to the village the benefits of their culture, their experience and their wealth. In his day, Gregory Smith not only owned and controlled the fat farms at the rear of the village, which looked so pleasantly down on it and over to the distant glimmer of Lake Champlain and the silhouetted edges of the Adirondacks, but also the newspaper, the bank and the hotel—this last, the Weldon, an imposing six-story edifice which stood at the north end of the village park and which was reckoned as one of the handsomest in all New England. And more than this, John Gregory Smith was the master of the one railroad that was ever to enter St. Albans.

When he brought that railroad to his town and located its headquarters there, he caused the shops and roundhouses to be built on a large level tract, just to the west of the passenger station. These were erected with no small concessions to architectural pretense. When they were completed, they made the passenger station itself look rather small and shabby. Moreover, the steadily increasing of the road gave rise to a clerical force that could not be well accommodated . . . And at the proper moment, Gregory Smith built a new passenger station for St. Albans—one that should stand for years and reflect credit both upon the railroad and his town.

The old station had had but two tracks within its trainshed, but traffic had grown greatly in the decade since its construction and the new one was provided with four tracks the entire length of its 350-foot shed. These tracks passed—still pass—through four dignified arches at either end of the trainshed . . . A station-house runs its full length. In addition to which there is a large four-story structure, also of brick, for housing the several hundred clerks and workers in headquarters. The road, when it first opened its offices in St. Albans, had 360 officers and clerks and other employees; and a half a century later this force had grown to 1700. The railroad was, and always has been, the chief business enterprise of the town.

Well might John Gregory Smith, in 1869, survey the results of his handiwork in St. Albans. Owner of the newspaper and the hotel, president of the town's chief bank as well as president of, not only Vermont Central and its affiliated companies, but also of the new and far more important Northern Pacific Railroad—of which far more in a moment . . . St. Albans had come into a moment of national prominence on that October day in 1864 when it had been quietly, but effectively raided by a guerilla band of Confederate sympathizers who had swooped down from the north upon an unguarded little town, held up its citizens

at the points of revolvers, had killed one of them, and had thoroughly looted the banks—for some \$200,000. The Canadian government eventually recompensed St. Albans for this offense, but at the moment it caused more than a little furore, not only in New England, but all the way across the land.

\* \* \* \* \*

In the Boston of the early 'fifties, there was an itinerant showman destined to play no small role in America's railroad development. From being the mere owner and operator of a panorama in Boston Town—a sort of predecessor of the movie in popular favor—Josiah Perham was eventually to become the first president of one of the outstanding railroad systems of the United States; even though he was never to ride in one of its trains or even to gaze upon its rails. For the very simple reason that before either came into being, Josiah Perham had ceased to live. But the dream that he had dreamed in the busy days of his life was to go forward, decade upon decade, after his death.

Perham's Panorama—the "Seven Mile Mirror", it was called—stood in Washington Street, Boston, and as the gas globes at its entrance proclaimed, it showed, as it turned upon its rollers, the wonders and the beauties of the Great Lakes, Niagara Falls, the St. Lawrence and the Saguenay—also gas-illuminated. For a mere twenty-five cents one could be transported, almost instantly, to Niagara's rim; could gaze on the glories of that wonder of the world and watch the picture slowly roll past while a top-hatted lecturer gave a clear exposition of it . . . It met with immediate success. People liked it and flocked to it, by the hundreds, into the thousands.

But the day came when Perham had about exhausted the possibilities of Boston and its immediate suburbs. Very well, he thought, we will reach further out for patronage. We will go down into Rhode Island and even Connecticut, west into Massachusetts and north into Vermont and New Hampshire and Maine. The idea, created, obsessed him. I will go to the railroads, thought he, and get their cooperation. They will make low rates and bring many people to Boston—and the "Seven-Mile Mirror."

Perham did not know the New England railroaders of that day. When he presented himself to them, agog with his great plan, they chilled him. Excursions and, especially, reduced rates did not interest them. They sold passenger transportation as the government sells postage-stamps, strictly at retail, at a fixed price—whether you bought one, a hundred or a thousand. No bargains. All this they told Perham as they declined his proposition. But Josiah Perham was the sort of a man who would not take "no" for an answer. He presently found one of the roads giving way, the least little bit. Gradually, others followed. The special rates went in, special trains began to run, people flocked into Boston as they had not done before—over 200,000 came in the summer of 1850—and Perham's "Mirror" in Washington Street went into a fresh blaze of popularity. The excursion business in America had been born . . . and Josiah Perham was to be known as the father of it all.

That experience gave Perham a real interest in railroads. For some years past, he had been a student of the several plans for building a railroad from the Mississippi or the Missouri to the Pacific Coast. He went deeply into the entire matter. The whole idea obsessed him. He came to the point where he could talk of nothing else.

He had definite ideas of his own, this Perham. He had not liked the way that some of these early railroad enterprises were being financed—big business was already beginning to show its hand in them. So when he finally launched his plan for the People's Pacific Railroad, it was with the distinct understanding that there should be no bond issues or other forms of money loans. He had a great idea: He would get one million men, each to put up one hundred dollars in cash for just one share of the stock of the new company. That would give him a working capital of \$100,000,000. In those days, you could build quite a railroad for \$100,000,000 . . . . His original plan was not to permit any stockholder to own more than one share of stock, so no one man or group of men would control the road. He eventually softened on this phase of the plan.

To work out this scheme took time, and before Perham had his plan in any concrete form the entire nation had been plunged into its deadliest conflict—the Civil War had begun its ravages. The entire Pacific railroad idea, which had been receiving increased attention everywhere in the late 'fifties, was, for the moment, forgotten. Perham besieged the halls of Congress for a charter—with no effect. The state of Maine issued him one, but it was not effective enough. Moreover, Perham had become imbued with the idea that his railroad to the Pacific would have to have a land grant in addition to its working capital of \$100,000,000. Only the United States government could do that for him.

In all of this he was losing valuable time. Oakes and Oliver Ames and their Boston group were coming into the Pacific railroad situation and were preparing to take over the Union Pacific Railroad, already chartered (1862) to reach from Omaha to a meeting place with the new Central Pacific, which Leland Stanford and his three associates in California were preparing to build east from Sacramento as the Central Pacific Railroad. Perham faced this situation rather sadly. But undauntedly. After all, this Union Pacific-Central Pacific route was but one transcontinental railroad in all the great girth of the United States. The War Department had already made surveys for other routes—to the north and to the south of the central one. Perham chose the northerly one. He went back to Congress, lobbied steadily, and in 1864 he received for himself the charter for the new Northern Pacific Railroad.

It was a magnificent charter. With it went a kingly gift,—47,000,000 acres of the public land—a greater area than Holland and Belgium combined; an area equal to a good half of all New England. As the new railroad should progress westward from its announced terminal at Duluth, at the head of the navigable Great Lakes, and be completed in hundred-mile sections, land on either side of its right-of-way would be turned over to it—to do with as it pleased.

Perham, dazed with what he accomplished, hurried back to Boston, organized his Northern Pacific company and proceeded to sell its stock very much along the lines that he laid down for his original Pacific railroad company. He opened offices in Boston, New York, Philadelphia and elsewhere. But the public rush to obtain shares in the new company—despite its great potential assets—did not come to pass. Perham found it impossible to sell his one million shares at one hundred dollars each. The Civil War was doing things to America, financially. He became thoroughly discouraged.

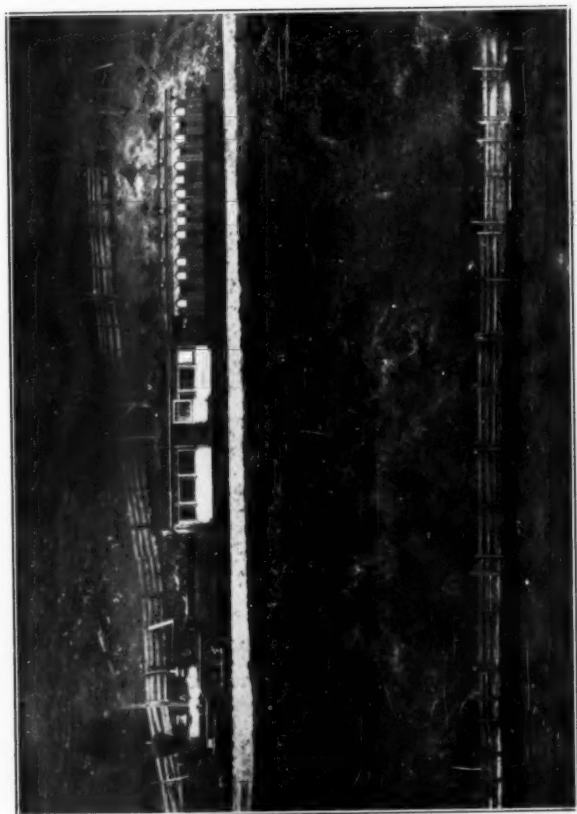
At this time there came into the picture of the newly-born road a group of men who were to see it become—with its rich assets—an American railroad of real importance. There were the men who had been making big money in the express companies, Alvin Adams and William G. Fargo; Benjamin P. Cheney, the Northern New York Barneys—now successful Wall Street bankers—William B. Ogden, who had so successfully brought the Chicago and North Western into being, Robert Berdell of the Erie and J. Edgar Thompson of the Pennsylvania and . . . John Gregory Smith, president of the Vermont Central Railroad.

They relieved Perham of his railroad burden. The man, in his struggles, had aged greatly and faced an approaching physical breakdown. Moreover, he had accumulated large debts in connection with his lobbying work at Washington and he was the sort of thrifty New Englander who abominates the very idea of debt. Very well, Perham, said this new group, we will pay off every last dollar of your debts—and relieve you of your charter. This he did and turned over and died a poor man; but secure in the knowledge that he might enter Heaven without a feeling that the sheriff might ever follow him there.

Gregory Smith, they must have said, in effect, you take over this Northern Pacific thing yourself. You are a man who has been thinking in large terms and you are the man that can carry this entire enterprise through to a successful culmination . . . And so they elected him as president—the second—of the Northern Pacific company.

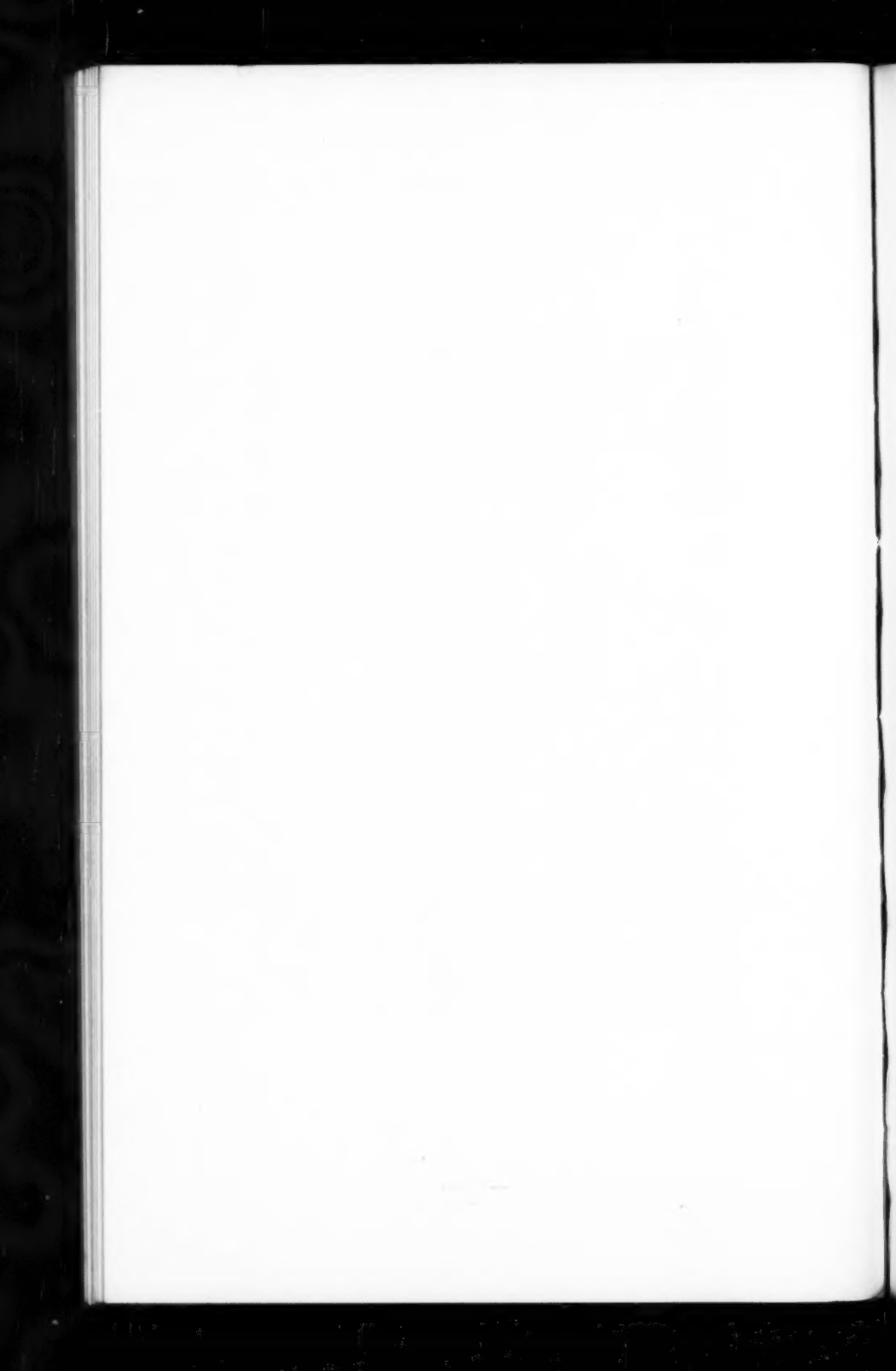
Gregory Smith had been attracting attention with the success of his Vermont Central Railroad. Expanding it to the north and to the south had placed him in the class of real railroad builders. And he had not hesitated to tell of his ambitions to thrust his road through to the West. Ogdensburg, New York, at the foot of navigation on the Great Lakes and reached by his affiliate, the Northern Railroad of New York, was not nearly far enough west.

With the Northern Pacific in his control, Vermont Central trains might yet be running to a dock on the edge of Puget Sound or at the mouth of the Columbia. The great gap between St. Albans and Duluth, he dismissed. After all, he must have argued, you can take any globe in any schoolroom and on it trace the great circles, those curved arcs that by following the rounded surface of the earth, achieve the savings of many miles of distance. A railroad following a great circle from Vermont to Minnesota, whether it went to the north or the south of Lake Superior, would be far from an impossibility. It offered no great difficulties of construction. No mountain ranges to be crossed and pos-



A Local Passenger Train Near Sharon, Vt.







sibly a terrain of large agricultural and mineral possibilities to be tapped . . . . And then, the Northern Pacific—plunging itself into one of the richest farm and timber and mineral countries in all the world.

\* \* \* \* \*

For six years, Gregory Smith remained president of Northern Pacific and then he retired, without even having tried to organize the connecting link between that property and his own. Too many other problems occupied him. There had been some criticism by a few of the Northern Pacific directors that Smith was more interested in Vermont Central than in Northern Pacific, which was probably true, but that was not the real reason!

A new force, also a dominant one, had come into Northern Pacific. This force was one Jay Cooke of Philadelphia, at the moment probably America's foremost banker, and it was Cooke who had been chosen to float the finances for the new Northern Pacific enterprise. He took hold of the job, with avidity. He had just met with a splendid measure of success in the flotation of United States bonds for financing the war. Therefore, it was argued, he was the ideal man to take hold of the financing of this great new transcontinental railroad—the largest to be launched in the country, as yet. For some reason, Cooke had hit upon the figure of two cents a day interest for each hundred dollars loaned the federal government and because of this, his bonds quickly became known as the "seven-thirties," and as such, achieved an enormous popularity. The first Northern Pacific's were also "seven-thirties."

J. Gregory Smith watched these preparations, with ill ease. His banking connections and his New England conservatism did not approve of these high interest rates. In the long run, he was proved to be right. Cooke and his once-powerful banking houses were caught in the Black Friday panic of 1873 and came to a crashing failure. Northern Pacific went down with him. And it was several years before construction could be resumed upon the struggling road. By which time Jay Cooke was entirely out of the picture.

The specific point on which Smith and Cooke broke, was on the St. Paul, Minneapolis and Manitoba Railroad, a parent road of the present Great Northern system. The bonds of this road were owned by bankers in Amsterdam, Holland. The road came early into financial difficulties and the Northern Pacific, through Gregory Smith, was offered these bonds. It was with the proffer of these bonds—which carried with them the control of the St. Paul, Minneapolis and Manitoba—that Smith went to Cooke, explaining to him the vital rights of control of the road, already partly built out of St. Paul. Smith argued that, by purchasing the bonds at a nominal price from the Dutch bankers, the Northern Pacific would forever prevent the building of any other road between it and the Canadian border and in so doing, it would control all traffic coming over the boundary from the rich new wheat lands of Canada as well as that originating on the United States side of the border. Cooke could not see this proposition or its benefit to Northern Pacific and then it was that J. Gregory Smith retired forever from the Western rail

picture . . . James J. Hill, former harbor-master of St. Paul, picked up the bonds and with them began the construction of still another trans-continental which, from the beginning, prospered—became the Great Northern Railway—and eventually bought and controlled Northern Pacific.

\* \* \* \* \*

Return now, as J. Gregory Smith returned, to Vermont Central. In Northern New England, a man-sized task awaited him.

True it was, that he had done much there. To the original Vermont Central (now including the Vermont and Canada) he had added the Sullivan (County) Railroad, the Montreal and Vermont Junction, and the Stanford, Shefford and Chambly, and this was the system as it stood in 1869. To which, adds Baker, by 1871, it had most of the State of Vermont in its control. It finally had been able to obtain the former Northern Railroad of New York, more latterly known as the Ogdensburgh and Lake Champlain, as well as the Rutland Railroad—including the Vermont Valley and the Addison roads—running south from Burlington to Rutland and thence southeast over the Green Mountains to the Connecticut River to Bellows Falls, with the Vermont Valley leading down the valley of the Connecticut to Brattleboro. The Rutland had already acquired the small railroad leading from Brattleboro south to Grouts Corner, Massachusetts, which, in turn, led to the newly finished New London Northern Railroad (which was presently leased by J. Gregory Smith and two of his associates for the benefit of Vermont Central). In this way, Vermont Central first came into Southern New England and to the waters of Long Island Sound at New London . . . The story of this acquisition, as well as that of the Rutland, is told in detail elsewhere within the pages of this bulletin.

\* \* \* \* \*

Now J. Gregory Smith had a real railroad. Well might he be proud of it. New London . . . Norwich . . . Willimantic . . . Palmer . . . Brattleboro . . . Bellows Falls. From Bellows Falls, north to Burlington—or to be more precise, perhaps, Essex Junction—you had your choice of two quite diverse routes. You could go up to Windsor on the Sullivan and then over the old main stem of Vermont Central, or you could go via Rutland, over Gregory Smith's newly acquired Rutland and Burlington . . . From Essex Junction north, however, you went on the one road, the former Vermont and Canada, through St. Albans, either north to Montreal or west to Rouses Point and Ogdensburgh.

Gregory Smith regarded his Rutland and Burlington acquisition somewhat uneasily. He had really been forced to take it over at what he felt was far too high a rental—\$376,000 annually—in order to shut off dangerous competition. Former Governor John B. Page, of Vermont, who had been both president and trustee of the Rutland, had been a shrewd and a hard customer to handle. Page had not only planned, but had actually begun the operation of a stout steam car-ferry—the *Oakes Ames*—which, by 1871, was already handling as many as 1100 cars a month across Lake Champlain between Burlington and Plattsburgh,

where there already was a rail connection through to both Montreal and Ogdensburgh . . . Nor did Gregory Smith sleep any more quietly upon the reflection that sharp Northern winters effectively shortened the running season of the steam ferry. The wily Page had anticipated this by building a railroad from Leicester Junction, on the Rutland, straight west to the narrows of Lake Champlain and across them by bridge into York State and other desirable rail connections there, both north and south (the beginnings of the present main line of the Delaware and Hudson).

J. Gregory Smith could not enjoy a sound sleep until he controlled the Rutland, no matter what the rental; and the Ogdensburgh road as well. In after years, he was wont to complain that Page and his fellows had misrepresented the earnings of the Rutland and Burlington to him. They had unquestionably risen greatly under the stimulus of the traffic created by the Civil War upon all the railroads of the land—but this had also been the case on the Vermont Central, and Gregory Smith should have discounted that fact. It was the competitive situation that really forced him to acquire the Rutland and Burlington at such a high price. With this road, Smith also took the Harlem Extension Railroad which ran from Rutland, south through Hoosick Falls, to Chatham, New York, on the Boston and Albany and the northern terminal of the Harlem Division of the New York Central and Hudson River Railroad. The Vermont Central rid itself of the branches of the Rutland, west of Chatham, to the Delaware and Hudson, which operates them to this day.

For a time, J. Gregory Smith contemplated an arm of the Vermont Central that should reach into the heart of the metropolitan city of New York. But not over the Harlem Division of the New York Central. The watchful Vanderbilts never would have permitted that. But there was a project afloat, known as the New York, Boston and Montreal Railway, which was projecting a route parallel to the historic Harlem road as far north as Chatham, where it would connect with the new arm of Vermont Central. But it died a-borning and it was not long (1877) before the Vermont road was glad to be rid of all connections with it. The Rutland's few trains were brought into Troy, New York—and desirable connections north, south and west, over the tracks of the Fitchburgh from Eagle Bridge and the road south from Bennington to Chatham abandoned—a state of affairs that continued for a number of years.

\* \* \* \* \*

Just as Gregory Smith had acquired the sizable Rutland system, as well as the smaller Northern of New York, in order to stifle possible competition against Vermont Central, so did he acquire a still smaller road—the Missiquoi Valley, running through an extremely fertile valley of Vermont, northeast from St. Albans to Richford on the extended line of the Connecticut and Passumpsic Rivers Railroad and very close to the Canadian border. Governor Smith must have dreamed that the Passumpsic interests might be out for the little Missiquoi Valley road (27 miles) and so thrusting themselves right into the heart of the enemy's

capital—St. Albans itself. So, in 1873, the managers of Vermont Central leased the Missiquoi road and it is a part of the Central Vermont system of today, although no longer used for regular passenger service.

\* \* \* \* \*

At the beginning of 1873, J. Gregory Smith and his associates had a real railroad indeed. It had a controlling finger, if not a throttle-hold, on most of the competition that threatened it. For a railroad of its day and age, it was in more than ordinary good condition. And seemingly prepared to hold its own with its long-distance competitors to the south of it.

The pity is that the story could not be told of the road continuing to gain in strength and in prosperity. The reverse was to be the truth. The traffic was just not there—in those Vermont hills, or beyond. The whole land was coming into a vast slump and Vermont Central was sharing the traffic pittance that other roads had to endure. Its slender resources were not sufficient for the strain that was to be put upon them. It fell heavily into debt. It failed to pay its rentals to the Rutland system and because of this, an outcry and the beginnings of a state-wide scandal were at hand.

This is neither the time nor the place to go into the details of this scandal. In the public prints of that day, they were thoroughly aired. The climax was reached on two October days in 1875, when Charles N. Davenport, a brilliant lawyer from the southern part of the state, held forth before three special Commissioners in Chancery at the State Capitol in Montpelier, upon the evils of the J. Gregory Smith regime.

\* \* \* \* \*

### THE VERMONT CENTRAL RING

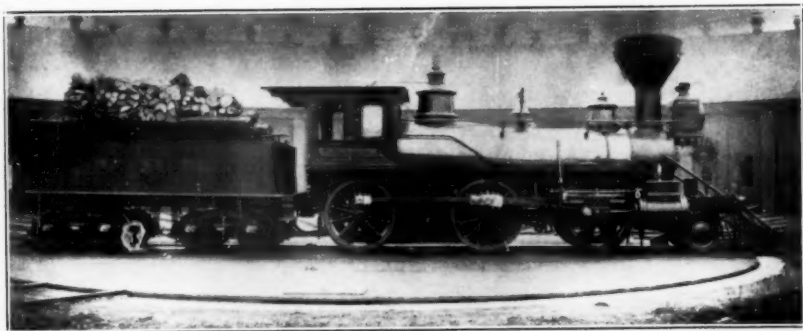
#### HOW THE ROAD WAS PLUNDERED BY ITS MANAGERS' BRIBERY AND CORRUPTION

---

Arguments of  
CHARLES N. DAVENPORT  
of Brattleboro

This is the title of a small sixteen-page booklet that set all New England by its ears. All the day of October 27th, 1875, and the morning of the 28th, was occupied by Davenport, as counsel for Colonel Rush C. Hawkins, of New York, and Austin Binckard, of Newfane, Vermont, in presenting his case to the Masters in Chancery who were reviewing the accounts of the receivers of Vermont Central.

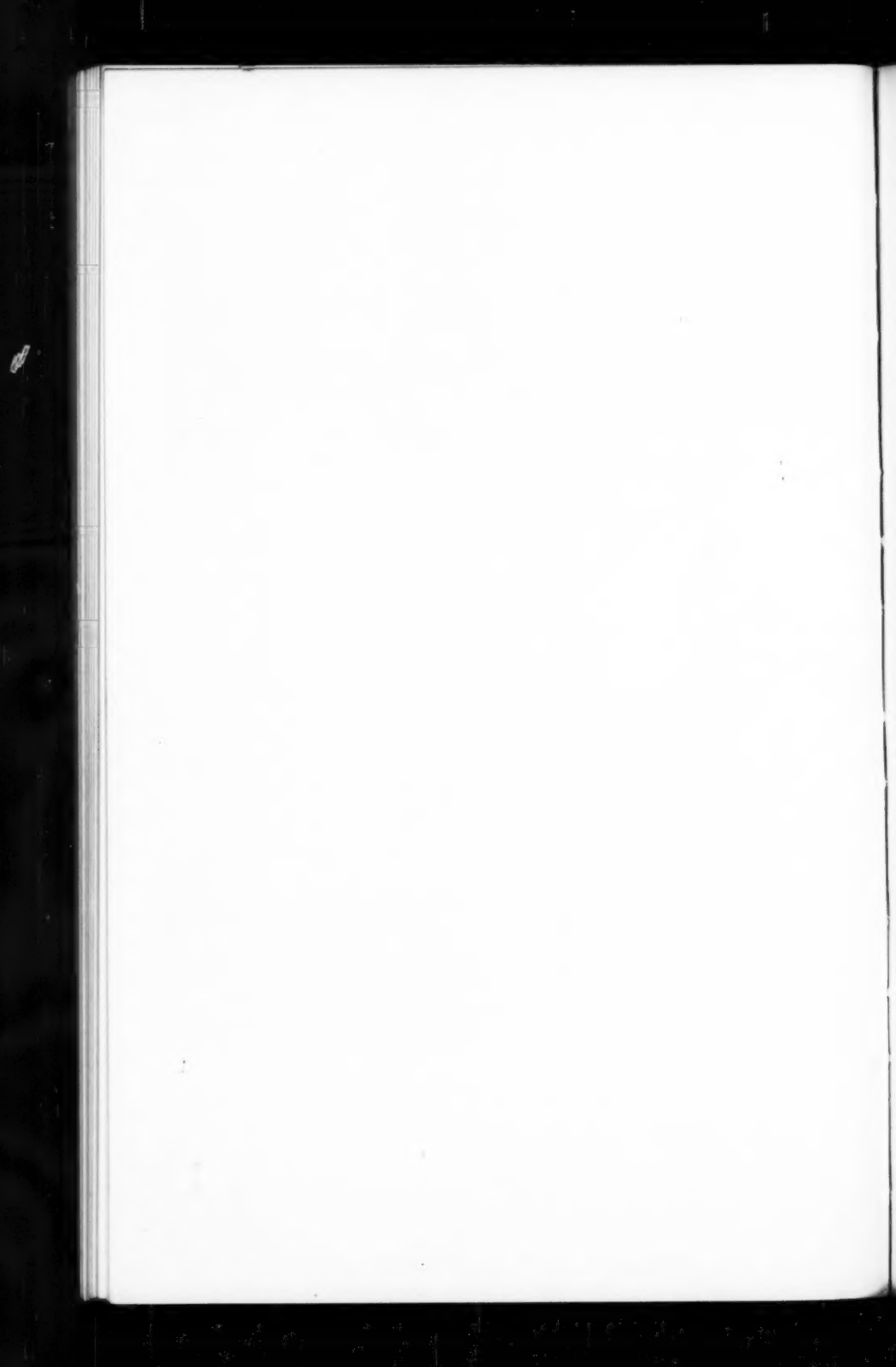
Davenport began by saying that John Gregory Smith had been appointed receiver and trustee of the road in 1858, and had drawn funds on account of salary not exceeding \$4500 a year; that he also "became and is now a trustee of the first mortgage"; that about June 28, 1855, he bid off the Vermont Central stock at Sheriff's sale and "has nearly



C. V. "E. A. Chittenden"—St. Albans, 1880. 19x24" 57" 89000.



C. V. "T. M. Deal"—Rebuilt St. Albans, 1881. 16x24" 60" 56750.



ever since been president of that corporation"; that from 1858 to 1869, E. W. Peck of Burlington was its clerk; and that since then George Gregory Smith, "son of said receiver" had been clerk of the road; that during his receivership, Governor Smith was employed by the Vermont and Canada to supervise the building of the Burlington Branch (Essex Junction to Burlington, eight miles) and was paid for it, \$5250; also the Swanton Branch, and was paid for that; that "he has drawn from the trust in account of services, \$65,706.52," etc., etc.

Davenport next turned his attention to the Vermont and Canada:

He stated the cost of construction of that road to be \$1,348,500. The Vermont Central took possession of the Vermont and Canada, under agreements of 1849 and 1850, sometime during the latter year; that the road was completed to Rouses Point in 1852 (sic) . . . that in October, 1851, the Vermont Central was mortgaged for two million dollars, John Smith, William Raymond Lee and John S. Eldridge being trustees . . . that it became insolvent on June 28, 1852, and "has ever since been hopelessly insolvent" . . . that on May 1, 1867, by order of Chancellor Pierpont, the Vermont and Canada stock was increased to \$2,500,000, service being accepted by the companies and the second-mortgage trustees, and no one else being notified . . . Davenport went on:

"May 17, 1871, the stock was further increased \$500,000 . . . without notice to anybody . . . 327 shares of this stock were issued to W. C. Smith, in violation of a decision of the Supreme Court . . ."

Davenport dilated on many features of the trust and equipment loans and then turned his attention to more subtle things, saying:

"I ask your Honors for a finding as to what authority these receivers had to make a donation of \$1000 to the Vermont Central Railroad Library (at St. Albans) or give one of these equipment bonds (to the library). I agree with my brother, Walker, that the purpose for which that donation was made is, in one sense, a meritorious one. It would have been eminently proper for Gov. Smith to take \$1000 out of the profits of Montreal and Vermont Junction Railroad, or out of the profits of the Sullivan lease and hand it over to this library association. It would have been an eminently proper thing for W. C. Smith to take \$1000 out of the profits which he got through royalties paid him on car-wheels and castings furnished by the St. Albans Foundry Co.

"But it is an entirely different thing for men to be benevolent with that which is not their own. If they own, they may, of course, give away its property. This property has been managed too much on the theory that it is all the private property of John Gregory Smith, Worthington C. Smith and Joseph Clark; too much on that theory . . . that it was merely a carcass to be fed upon. Upon that theory, if they own it, of course, they may give away its property. They have a right if they please, if that is the theory, to take \$500,000 of these security holders' money and put it into a Hospital and a church and call it The Vermont Central Hospital and the Vermont Central Church . . . They have just as good a right legally, their moral right is just as good, to take \$500,000 of this trust to found an asylum for broken-down railroad men, like those who have managed the Erie road, the Boston and Lowell and the Eastern road. They are going to need a hospital by and by, gentlemen, and it would be just as legitimate an appropriation of that trust for them to set aside \$500,000 to found an asylum where they can be taken care of in the future as to take \$1000 out to aid a library. The purpose, as far as the library is concerned, I agree, is a great deal more commendable."



Mr. Davenport's oratory would seem to have been quite worthy of the Halls of Congress in more recent years . . . . He dilated at length on the monies that he asserted had been taken out of the trust funds of the two railroads and had been put into the pockets of Worthington C. Smith or John Gregory Smith or Joseph Clark, either in the form of profits or of royalties . . . . He then proceeded to give a history of the contract with the St. Albans Foundry and read from the papers to show that a portion of the royalty was reserved to J. Gregory Smith. He continued:

"You will remember, gentlemen, what took place when Worthington C. Smith was under examination. I asked him to furnish to the masters a statement of the various sizes of wheels which he had furnished. Of course the great bulk of them was 33-inch wheels because that is the size used on passenger and freight cars. He said, in response to my questions, that it made no difference with him; we might call them all 33-inch wheels, 'For,' said he, 'if I have to refund this it is more than I am able to refund anyway.'"

Davenport spoke of the poor quality of the wheels furnished by the foundry company up to 1867 or 1868, and referred to evidence among which was the statement of E. F. Perkins, master mechanic, who said that the car wheels made by this foundry company up to that time were so bad that he peremptorily refused to put them under passenger cars, although J. Gregory Smith ordered him to do so, saying that as long as he was responsible for the lives of passengers who rode over the road, he would not and could not use the St. Albans Foundry wheels . . . .

The rest of Davenport's arguments were in keeping with those which have already been quoted here. He paid his respects to the habit of Vermont Central to issue free passes to the newspapers, to state and federal officers, judges of the courts—even to the very Masters in Chancery whom he was at that moment addressing—a remark that apparently caused considerable consternation in the court. Mr. Davenport also commented upon the Vermont Central's legislative agents in the halls of the Capitol at Montpelier, as well as to various other expenditures which may or may not have seemed out of line in 1875, but which, half a century later, would not have been regarded as extraordinary.

\* \* \* \* \*

An answer to all of this came many years later in an address delivered by Edward C. Smith—son of John Gregory Smith—and his successor as president of the Vermont road. The occasion was a meeting of the Vermont Bar Association at Montpelier, January 7, 1919. Governor Smith—for Edward C. Smith had also followed his father as Governor of the Green Mountain State—had made his address a memorial to Benjamin Franklin Fifield, a distinguished Vermont lawyer and former counsel for its chief railroad.

"You will remember [said Governor Smith] that in the early 'forties the expansion of this country's resources was rapidly developing. Catching the spirit, Vermont saw an outlet for its commerce to the East and West. As a result, the Vermont Central and the Vermont and Canada railroad companies were chartered and built their roads and later came under one management through the Canada company leasing its railroad to the Central. Modern, long-time financing of railroads at low rates of interest was not known in those days.



The only financing that could then be accomplished was crude and temporary. As a result, the two roads were no sooner together and developed, than financial difficulties of one kind and another arose. As a result, receivers and managers were appointed which, for convenience, were afterwards merged into one body for both roads and while thus in the hands of the courts, by and with the consent of all parties interested, and in their joint interest, further financing was arranged and further expansion of the property agreed upon. The roads thereupon grew in importance until the status of the various debts created on the properties became confused and complicated. Constant appeals to the courts resulted. When, in 1870, a violent outburst on the part of each class of security holders precipitated a mass of legislation that filled the courts for twenty-five years. The main issue was whether the holders of certain securities, namely the first and second mortgage bonds of the Vermont Central and the stock of the Vermont and Canada on the one side, were entitled to a preference in payment or whether the trust debts incurred by the receivers and managers, by and with the consent and approval of the Vermont Central and Vermont and Canada security holders, were entitled to preference.

Thus it was that Edward C. Smith put the issue, clearly and succinctly. He recalled that this particular issue had been fought bitterly. That it was carried to the Supreme Court of Vermont three times before it was finally decided in favor of the trust debt by Judge Redfield in the Fifty-fourth Vermont. Governor Smith then went on to say:

"It [Judge Redfield's decision] establishes principles in the law of receivership which have been adopted and followed from that day by the courts of the country."

In his remarks, a little later, Governor Smith quoted Mr. Fifield as having once referred to the powerful rival lines of rail in the entire Northeastern United States and then having added:

"A campaign was formed by these rival lines to force this concern [Vermont Central] into bankruptcy and to sell the road at auction."

There was, commented Edward C. Smith, more than appeared on the surface. "It will be remembered," he added, "that the difficulties in this litigation started originally as a sort of family quarrel between the New England security holders of the two railroads involved. The quarrel ran along without open rupture, however, and in 1864 the parties in interest united and settled their disputes, as they supposed, in what was known as the Compromise Decree of 1864, by the terms of which the roads were given a chance to expand and develop."

"This, they accordingly did and, in connection with their associates, the lines running into Boston and New York and through their outlets to the West, in connection with the Ogdensburg water route and the Grand Trunk Railway of Canada as an all-rail route to the Vermont line (Vermont Central) became a formidable rival out of New England to the then four trunk-lines: the New York Central, the Pennsylvania, the Erie and the Baltimore and Ohio. It was to the efforts of these great trunk lines to smash the Vermont Central that Mr. Fifield alluded in the quotation just made. Their assaults took shape not only in the effort to destroy the credit of the Receivers in the money centers, but also to ruin the business and to destroy their [the Vermont railroads] revenue by cutting freight rates between the East and the West. This warfare continued against the Vermont lines continually from 1864 to 1880 and persistent and vicious."

Governor Smith expressed his belief that these four trunk lines did far more; that they bought Vermont Central securities to embarrass the management and to keep the long legal battle alive . . . But he noted that the final result of the warfare was a granting of a freight differential to the Vermont line which enabled it to keep steadily in the fray.

Edward Curtis Smith, at that late day, made far more than a good case for the Smith family of St. Albans. His arguments were clinching—they were founded upon fact. Long since, the clamor against the family and its management of the struggling Vermont railroads had died! He and his father and his grandfather had come to the distinction of having for three generations led one of the first families of staunch old Vermont. And that was sufficient for him.

\* \* \* \* \*

At the beginning of 1873, it had been the Vermont Central Railroad—and at the end of that selfsame year, it was known as the Central Vermont Railroad. The new name was emblazoned in gold on the sides of all its cars and its locomotives. As the Book of Common Prayer might have put it, old Governor John Gregory Smith had been given a happy issue out of all his afflictions; by the courts having cleaned the slate, as it were. The affairs of the old bankrupt Vermont Central were closed and a brand-new corporation supplanted it.

\* \* \* \* \*

The Central Vermont Railroad Company—as the old name had been recomposed—was formally incorporated November 23, 1872. It was not, however, organized until May 21, 1873, when the following directors of the new company were elected:

WILLIAM BUTLER DUNCAN	S. L. M. BARLOW
TRENOR W. PARK	J. GREGORY SMITH
JOHN B. PAGE	BENJAMIN P. CHENEY
JOHN Q. HOYT	GEORGE H. BROWN
JOHN S. SCHULTZE	WORTHINGTON C. SMITH
JOSEPH CLARK	J. G. McCULLOUGH

JAMES R. LANGDON

Several familiar names will be noticed in the above list. John B. Page, who also was keenly interested in the affairs of the Rutland and Burlington, might be counted upon to look after the interests of that road in the newly organized Central Vermont. Benjamin P. Cheney, of Boston, was another name to command financial respect in Northern New England. Mr. Cheney had started his business life as an express messenger, had lost an arm and emerged as one of the wealthiest of the Boston tycoons of his day.

The new directors, once organized, elected the following officers for the Central Vermont:

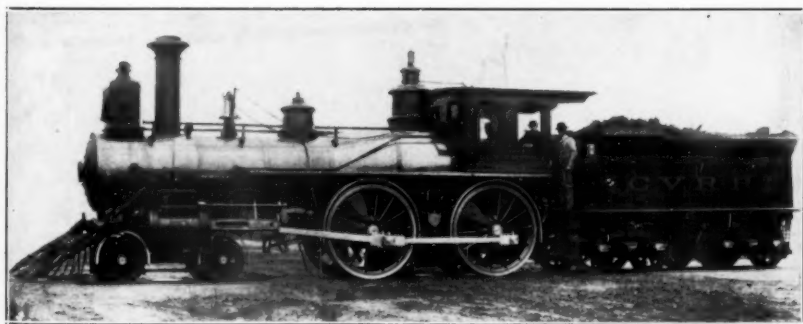
<i>President</i> .....	J. GREGORY SMITH
<i>Vice-President</i> .....	WORTHINGTON C. SMITH
<i>Vice-President</i> .....	JAMES R. LANGDON
<i>Clerk</i> .....	GEORGE NICHOLS
<i>Treasurer</i> .....	H. H. LOCKWOOD

*Executive Committee*

J. GREGORY SMITH	TRENOR W. PARK
S. L. M. BARLOW	J. S. SCHULTZE



The Bridge at Hartford, Vt. is Tested With Twelve Engines.



C. V. "Gov. Smith"—St. Albans, 1883.  $17\frac{1}{2} \times 24$ " 68" 88000.



Appointive officers for the new corporation were, as follows:

<i>Auditor</i> .....	E. G. LUCAS
<i>General Manager</i> .....	J. W. HOBART
<i>Traffic Manager</i> .....	LANSING MILLIS
<i>Chief Engineer</i> .....	W. E. BABBITT
<i>Gen'l. Passenger Agent</i> .....	SILAS W. CUMMINGS
<i>Gen'l. Baggage Agent</i> .....	D. MCKENZIE
<i>Supt. of Motive Power</i> .....	JAMES M. FOSS
<i>Paymaster</i> .....	GEORGE C. HUNT
<i>Roadmaster</i> .....	WILLIAM HATCH

The new Central Vermont Railroad Company, having fully completed its organization, the Board of Management of the old Vermont Central—John Gregory Smith, Joseph Clark, Worthington C. Smith, Benjamin P. Cheney and Lawrence Barnes—presented a petition to the Vermont Court of Chancery, June 2, 1873, asking that the newly-chartered Central Vermont Railroad Company be substituted in its place and clothed with the same powers and authority as it had been, subject only to the order and authority of the Court.

This was granted speedily, and on July 1, 1873, the former Vermont Central property came into the hands of the new Central Vermont, which operated it, as receivers and general managers, until June 30, 1884. At that time, the constituent roads that formed the system (Vermont Central and Vermont and Canada) were purchased under foreclosure sale by the Consolidated Railroad Company of Vermont, which immediately leased them to the Central Vermont Railroad Company for a period of ninety-nine years.

The Consolidated company had been formed April 23, 1883, under the laws of Vermont to effect a reorganization and consolidation of the Vermont Central and the Vermont and Canada railroads. It had virtually the same officers as the Central Vermont and an authority to issue securities to the amount of \$750,000 of preferred stock, to retire the first and second mortgage bonds of the old roads, and \$7,000,000 in five per cent thirty-year bonds to exchange for various classes of claims and securities upon both of them. These bonds were secured by a mortgage upon both roads and were exchanged—\$3,000,000 of Vermont and Canada Railroad stock for \$1,000,000 in new bonds; and \$4,357,000 for Central Vermont floating debt and claims.

In this somewhat complicated way, the Central Vermont Railroad Company became the owner as well as the operator of the chief properties that constituted the system. For twelve years, it managed, through varying fortunes, to avoid receivership. However, in 1896,—a bad season for railroads everywhere in the land—it finally succumbed . . . Receivership continued for only two years. By that time a new and powerful interest had come into the property in the form of the Grand Trunk Railway Company of Canada, which greatly desired Central Vermont for an entrance into the very heart of New England. Its line into Portland was not enough. Grand Trunk interests were instrumental in the formation of the Central Vermont *Railway* Company (the italics show a slight change in name) November 15, 1898.

All this anticipates.

Consider the new Central Vermont, as it stood there in mid-year of 1873. For those days, and especially for compact New England, it was a rather noble railroad. It had some nine hundred miles of line, forming the seventh largest railroad in the United States and the largest in all New England. In addition to which, two important steamship lines were being added to the system.

The more important of these was the so-called Ogdensburgh Transit Line, which started at the foot of heavy navigation on the St. Lawrence and ran up the Great Lakes, through the Welland Canal to Detroit, Chicago, Milwaukee and other important ports. At Ogdensburgh, the leased Ogdensburgh and Lake Champlain gave the Central Vermont a really fine water terminal, with ample wharves and an elevator capacity of 1,000,000 bushels. For many years, the eight steamships of the Ogdensburgh line annually transported from 6,000,000 to 8,000,000 bushels of grain in the eight months of navigation each year and so furnished a valuable traffic to the Central Vermont system. The so-called Panama Canal Act of 1915, which divested all railroads in the United States of the right to operate steamship lines, parallel to, or in connection with, their lines, spelled the doom of the Ogdensburgh Transit. A fire removed the great elevator and the wharves fell into shabby disuse. The old steamships disappeared and Ogdensburgh terminal went to sleep throughout the years.

Central Vermont was to rid itself eventually of this no longer profitable Ogdensburgh branch, with the Great Lakes steamers, to the ambitious young Rutland Railroad, which, as will be seen, came into existence in 1898-9 as a definite competitor to the older Vermont system. It began to give its traffic to the newly built (1879-85) Canada Atlantic Railway, with which it connected near Alburgh, and it was reviving the old-time dream of John Gregory Smith for an all-rail route to the West . . . . The Canada Atlantic ignored Montreal. It thrust itself straight across the level reaches of the ancient parishes of Quebec provinces to and across the St. Lawrence at Valleyfield . . . . thence by long tangents to the south side of the city of Ottawa. From there, it was easy sailing due west. At the time the Canada Atlantic was absorbed by the Grand Trunk (it was acquired in 1904 and consolidated in 1914), it already had its rails at the edge of Parry Sound, close to the Georgian Bay. It is now an important line of the Canadian National Railways.

\* \* \* \* \*

The other steamship line of Central Vermont was the important all-year route through the waters of Long Island Sound from the road's extreme southern terminus at New London, Connecticut to New York City. This line was and, under independent ownership, still is, a large factor in handling traffic for Central Vermont. At one time, two handsome passenger steamships were built for it. Neither went into active service, however. The first World War came and the idea died a-borning. One of the ships went into Hudson River Day Line service as the *DeWitt Clinton* (the only propeller ship on that historic line) and the

other, the *Manhattan*, I once saw in that first World War, ferrying British troops between Southampton and France. She was painted a murky gray and looked very little like the handsome passenger steamer that she had been designed to become.

\* \* \* \* \*

J. Gregory Smith had builded better than he knew. As a matter of fact, he had built far too well for the territory that was his to serve. Vermont simply could not, or would not, support such an enterprise as Central Vermont had become early in the 'seventies. No amount of energy, no amount of traffic solicitation, apparently, could get enough business for the road. Its local territory was not a heavy industrial one; its through business, for which it had to fight bitterly against far more powerful trunk line competitors with the single weapon of the differential rate out of Boston and New York, was not enough to carry the burden. Gradually, the ship began to sink—through its own overweight.

The directors of Central Vermont must have given many a sigh of relief when the road finally rid itself of the cumbersome Rutland property. They left the Rutland to W. Seward Webb, who had married into the Vanderbilt family and apparently some of the old Commodore's ideas of expansion were acquired by him. At any rate, Webb promptly proceeded to make the Rutland a real competitor of Central Vermont, quite largely by a process of building a land-and water railroad from Burlington, across the great islands of Lake Champlain, to Alburgh and Rouses Point—an extremely expensive forty miles of track, both to build and to maintain. The results of Webb's enterprise in recent years speak for themselves.

\* \* \* \* \*

It is easy enough to see how, with its steadily falling fortunes, Central Vermont should have been glad enough to rid itself of the extravagant and high-priced Rutland, but just why it released the Sullivan (afterwards Sullivan County) Railroad is not quite so easy to understand. The Sullivan road, originally the property of the Northern (of New Hampshire) and rented by it to Vermont Central for \$25,000 annually, was an essential link, or, rather, extension of the Central from its original southernmost terminal at Windsor to the connection with the Fitchburg at Bellows Falls. When the Central Vermont relinquished its lease of the Sullivan, which was shortly afterwards leased to the Connecticut River Railroad, Central Vermont was left with a considerable portion of missing link in its chain, between Brattleboro, the northern terminal of its New London Northern, and Windsor. Of course, the Sullivan road formed only a little more than half of this missing link—the section between Brattleboro and Bellows Falls was formed by the Vermont Valley Railroad (opened in 1851) which might easily have been acquired in due time.

But the Smith dynasty saw fit to let the Sullivan lease go. Thereafter, it paid trackage rights to the Connecticut River (now the Boston and Maine) for its trains for the forty-nine miles between Brattleboro



and Windsor. This arrangement is still in effect. In similar fashion, the Boston and Maine pays trackage rights to the Central Vermont for the fourteen miles between Windsor and White River Junction, where it again picks up its own tracks. It is all a bit complicated, yet it has worked out very well all these years. South of Brattleboro, the two roads have separate lines on either side of the Connecticut as far as Northfield Junction, where the Central Vermont (the erstwhile New London Northern) breaks off rather sharply on its way south to Long Island Sound. A joint running arrangement has long been in effect, by which one road is used for the northbound movement of trains of the two; the reverse arrangement for the southbound trains. In this way, a double-track operation is easily obtained.

\* \* \* \* \*

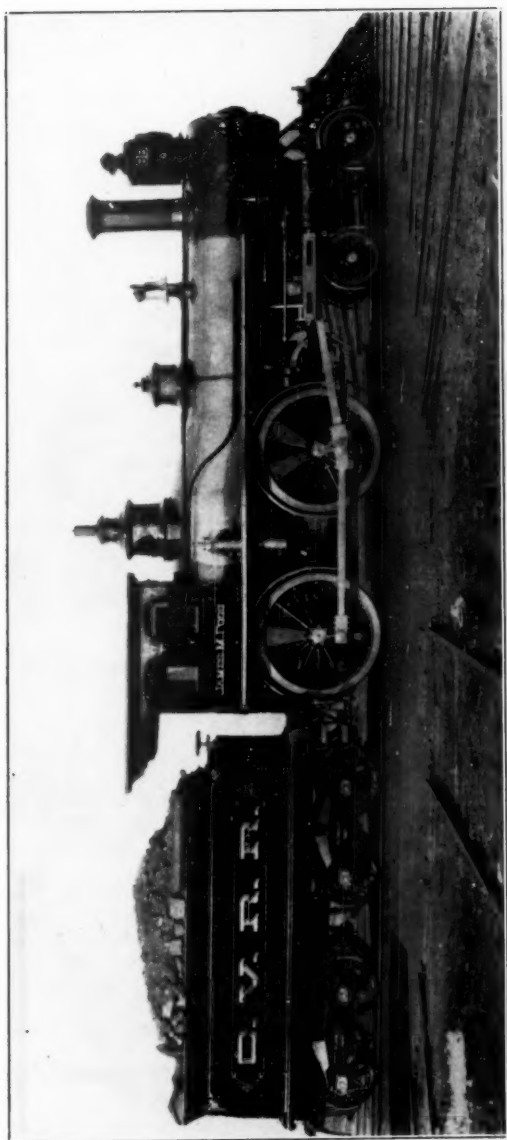
Central Vermont seemingly had reached the top of the grade and was in decline. No one knew this better than John Gregory Smith. The very thought of the thing saddened him. He was no longer young. Yet each pleasant day in St. Albans he went downtown. He drove from his great house (with its towers and its high mansard roof, it only disappeared in the summer of 1941), past his fine hotel that faced the town park (it burned in 1895 and was not rebuilt) . . . past his two banks to the huge red brick railroad depot that had always been his pride and joy. He slowly ascended its broad stair to his sunshiny office on the corner of the second floor of the depot and sat at his desk and ruminated on the things that had gone by. No longer might Central Vermont hope to be a dominating force in national railroading. The Vanderbilts and the Pennsylvania crowd—even the Baltimore and Ohio and the Erie far outshadowed him. And he was not privileged to look into the future, to see foreign capital in great quantities poured into Central Vermont to set it firmly on its feet again; to once again make it a real factor, not only out of New England, but out of the city of New York, as well.

To the day of his death, in 1891, John Gregory Smith remained president of the railroad that he loved so dearly. He had earned and held that honorable title for thirty-three years. For a third of a century, he had guided the destinies of Central Vermont.

Upon his death, his office descended to his son, the highly capable Edward Curtis Smith, also destined to be a war governor of Vermont in the days of the Spanish-American War, and to hold the office of president of Central Vermont for another twenty-eight years.

The second Governor Smith of St. Albans possessed many of the strong characteristics of his great father. He had schooled himself in the family tradition by years of service with the road. In addition, he was a most likeable man; possessed of charm as well as ability, he made his own place in the Vermont picture. He built his own fine house directly across the street from his father's and there he lived until he died, dispensing a hospitality most abundant and generous. Men loved him and trusted him implicitly. All save, perhaps, Sir Henry W. Thornton. But this anticipates.





C. V. "James M. Foss"—St. Albans, 1887.. 17½x24" 63 92200.



The bankruptcy of the Central Vermont Railroad Company—due in a large degree to circumstances over which it had no control whatsoever—came to pass in 1896 . . . . Two years later, it was succeeded by the Central Vermont *Railway* Company, a brand-new corporation formed by Edward C. Smith, D. D. Ranlett, Charles M. Hays, Charles Percy, John G. McCullough, William Seward Webb—so soon to appear as the guiding genius of the reorganized Rutland system—Ezra H. Baker and Samuel E. Kilner. This company was organized for the express purpose of acquiring title to and operating the railroads of the Central Vermont Railroad Company, the Missiquoi Valley Railroad Company and the Burlington and Lamoille Valley Railroad Company; as well as acquiring the lease of the New London Northern Railroad Company and the stock of the Montreal and Vermont Junction Railway Company. Its capital was fixed at \$3,000,000. A controlling interest in the stock of the new company, amounting to something over \$2,000,000, had been taken by the Grand Trunk Railway Company of Canada.

One new name appears in this list of the incorporators of the reorganized Central Vermont Railway—Charles M. Hays. It is the name of one of the very great, one of the most brilliant, railroad operators that America has ever known. Starting his career in the old roundhouse of the Wabash at Decatur, Illinois, a training school for many and many another outstanding railroader, he swept quickly upwards until he came to be the president and guiding force of the highly important Grand Trunk Railway of Canada. From the beginning, planned to be an important railroad and so to justify its pretentious name, the Grand Trunk had, for years, suffered grievously from absentee and incompetent management from its London offices . . . . Now, at last, it was freed from long-distance control. Hays had tremendous plans for it. He was seemingly the first railroader who had come into Canada without an awesome regard, if not downright fear, of the all-powerful Canadian Pacific crowd . . . . He planned to expand Grand Trunk far beyond the dreams of its founders. There would be a new transcontinental across all Canada, starting at Quebec and extending in a great circle, many miles to the north of Montreal and Ottawa on its way to Lake Superior and the Pacific coast.

In the East, Hays saw a magnificent opportunity in the struggling Central Vermont Railroad. It was he who dictated the reorganization of the property and planned the extension of its southernmost flank. He was not satisfied with New London as the south terminal of his new acquisition. There was little or no freight originating in New London; what came from there, came almost wholly by a not entirely satisfactory steamship service from New York.

But Providence.

Providence was not only a seaport of importance, and the second city in all New England in population, but a manufacturing and industrial center of real parts. It was served by but one railroad and some of its citizens felt that that service was inadequate. When Hays and his agents approached these with tentative suggestions for an extension of the Central Vermont into the Rhode Island Plantations, they

were received with open arms. Providence prepared to do its full part in getting the new road adequate waterside terminals and work was actually begun upon the Southern New England, to reach from a junction with Central Vermont (as well as Boston and Albany) at Palmer, Massachusetts, south and east, some seventy-five miles, to Providence.

Sheer tragedy struck it, and its parent, the Grand Trunk, in the sinking of the magnificent new White Star liner, *Titanic*, on her maiden voyage to New York in May, 1911. The blow that sent her reeling in the deep night to the bottom of the Atlantic, fell upon the railroad world as well. Down with the *Titanic*, went one of her most distinguished passengers—Charles M. Hays. The Grand Trunk never recovered from this disaster. It found an able successor to Hays in the late E. J. Chamberlain, but Chamberlain, with all his ability, lacked the vision of Hays. The road sank into a desuetude. The first World War ended its career as a separate railroad. At the close of that war, the Grand Trunk, along with the Canadian Northern, the Intercolonial lines, was merged into what is today the Canadian National Railway system—with the largest mileage (22,000 miles) of any railroad in the world.

\* \* \* \* \*

When, in that brief and tragic hour, the life of Charles M. Hays went slipping out into the uncharted seas, the life of the Southern New England, which had been his dream-child, went slipping out with him. The man and his pet project died together.

Work on the new railroad was stopped at once. Men and teams and machines were withdrawn, almost instantly. It was not resumed. And today, thirty years later, one can still see the giant gashes into the Massachusetts hills, just south and east of Palmer; the half-finished embankments, piers and abutments standing, useless and forlorn, in the fields—all a monument to a great dreamer whose dream was never destined to come into being. The life of the Southern New England was brief and inglorious.

\* \* \* \* \*

Mr. Chamberlain, who succeeded Hays as president of Grand Trunk and chairman of the board of Central Vermont lived five years after him. And was, in turn, succeeded by Howard G. Kelley in the same posts. Edward C. Smith remained as president of the Vermont properties. The official roster of the Central Vermont at this time was:

Chairman of the Board .....	HOWARD G. KELLEY
President .....	EDWARD C. SMITH
Vice-President .....	W. H. BIGGAR, KC
Vice-President .....	J. F. DALRYMPLE
Vice-President .....	FRANK SCOTT
General Counsel .....	CHARLES D. WATSON
Clerk and Treasurer .....	BRUCE R. CORLISS

\* \* \* \* \*

This was the organization of Central Vermont at the time the first World War came to its peak—and the entire railroad system of the

nation was turned over to the United States Railroad Administration, with the late William G. McAdoo as its genius and guiding force. The road, theoretically, was under the jurisdiction of the United States Government as of January 1, 1918; actually, it was turned over to the Railroad Administration on June 1st, of that same year and so remained until it was returned to the Central Vermont Railway Company on March 1, 1920.

The corporate officers of Central Vermont remained unchanged during the twenty months of government control and operation. The operating officers—reporting to Director-General McAdoo—were little changed. They were:

<i>General Manager</i> .....	J. WALTER WARDLAW
<i>Federal Auditor</i> .....	EDWARD DESCHENES
<i>Federal Treasurer</i> .....	W. H. CHAFFEE
<i>General Solicitor</i> .....	JOHN W. REDMOND
<i>Attorney</i> .....	W. R. McFEETERS
<i>General Passenger Agent</i> .....	J. W. HANLEY
<i>General Freight Agent</i> .....	N. W. HAWKES
<i>Supt. Telegraph and Car Accts.</i> .....	M. MAGIFF
<i>Purchasing Agent</i> .....	H. M. DEWART
<i>Chief Engineer</i> .....	P. D. FITZPATRICK
<i>Supt. Northern Division</i> .....	JOHN E. MAUN
<i>Supt. Southern Division</i> .....	R. J. GUTHRIE
<i>Mechanical Supt.</i> .....	H. T. NOWELL
<i>Chief Surgeon</i> .....	DR. ALAN DAVIDSON
<i>Claim Agent</i> .....	S. S. RUSSELL

\* \* \* \* \*

Once organized, the Canadian National Railway—parent of the Central Vermont—sought for a competent executive, worthy of the longest single railroad in the world. It found such a man in the late Sir Henry Thornton, who had just retired as general manager of the Great Eastern Railway of England . . . Thornton, like his predecessor, Hays, approached Canada by way of the railroads in the United States, only his alma mater was the Pennsylvania, instead of the Wabash. But he, too, was a product of the Middle West. Born in Logansport, Indiana, son of an officer of the Pennsylvania, he came easily and naturally into railroading as a profession. He graduated from the University of Pennsylvania and immediately went into the service of the Pennsylvania Railroad, rising to be a general superintendent of that system. When, in connection with the development of its passenger terminal in the heart of New York City the Pennsylvania acquired the Long Island Railroad, Thornton was sent to that busy short-line road as vice-president and general manager. He showed a singular aptitude in its management. He had real ability, great charm, tremendous force. Physically, he towered above his fellow men; mentally, he kept pace with the best of them.

Overseas, the Great Eastern Railway of England—also compact and possessing a heavy suburban traffic—was looking about for a capable executive. It had heard of Thornton and took a bold step and sent to America for him. He went to England at once and January 1, 1914, began service as the operating head of the Great Eastern. He was

already beginning to do rather radical things with that conservative old property when, at the end of July, of that year England suddenly was plunged into war with Germany . . . . Within a matter of months, Thornton was given a far bigger job than the management of Great Eastern. He was brevetted a brigadier-general and placed in charge of the entire rail movement of the British Army on the European continent. Here again, he made a signal success. He was knighted and acclaimed as one of the outstanding railroaders of Europe.

But that was all. Things were happening to the railroads of Great Britain. Fifty-two of them were being gathered into four dominant systems. That meant a great lessening of rail executives. Thornton, with all of his ability, was an outlander. The Great Eastern ceased to be—it became part of the London and North Eastern—and Henry W. Thornton was out of a job. But not for long. The Canadians had long since heard of him. They quickly reached across the Atlantic and brought an American back—to America. He went at once to the bulky Montreal offices of the new Canadian National (formerly the Grand Trunk) and slipped into the office and chair of Charles M. Hays—and was a railroader comparable with him. Against much interference, political and otherwise, he began the fabrication of a railroad that would be competent to battle for traffic against the all-powerful Canadian Pacific, which was no small task.

The Central Vermont portion of the property which, for obvious reasons, never merged into the Canadian government-owned and operated Canadian National, attracted Thornton's keen interest and supervision. He rode on it often and saw to it that the road was well maintained and well operated. When some of its officers proposed the rather audacious step of running a through de luxe night train over it from Montreal and Ottawa to Washington, by way of St. Albans, White River Junction, Springfield and New Haven, the idea found instant and warm support with Thornton.

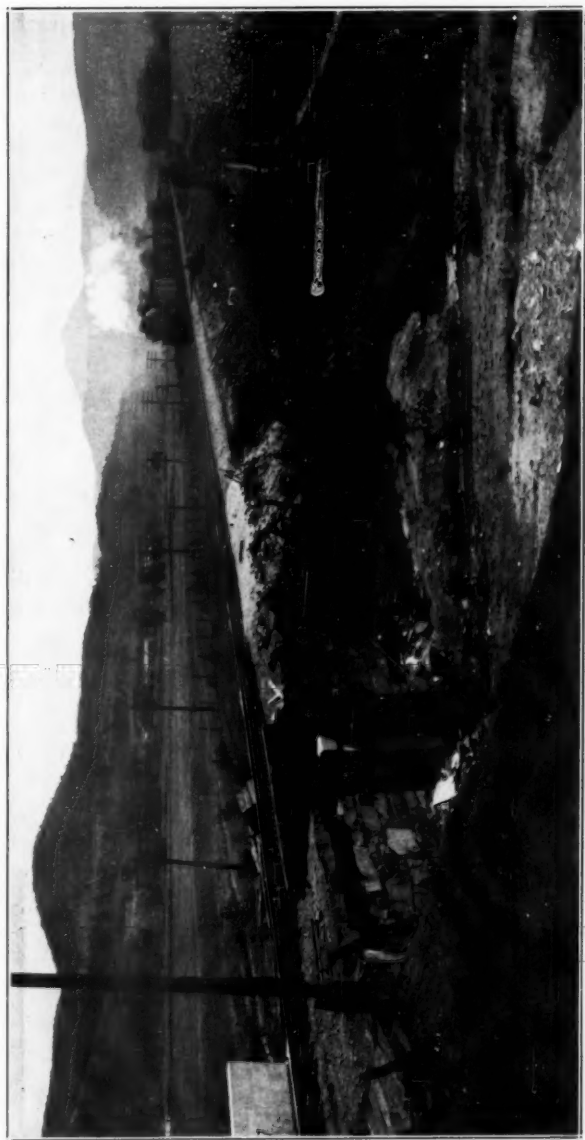
\* \* \* \* \*

In the meantime, a serious disaster had been visited upon the Central Vermont property:

In the late autumn of 1927, all Vermont was visited by the most devastating floods within its history. For three November days and nights it rained, steadily and heavily. The little streams as well as the rivers of the state became raging torrents. Trees, houses, barns, ancient covered bridges, reduced to debris, went swirling down the valleys of the Green Mountain State. Destruction reigned everywhere.

The blow did not spare Central Vermont. The road had had an extremely prosperous ten months; it was known that for the first time in many years, it would yield a net income, after all charges had been paid. Yet in the passing of but forty-eight hours, that dream was shattered. The Central Vermont was all but completely wiped out of existence most of the way from Essex Junction to White River Junction.

Take, for instance, the eighteen-mile sector between Williston and Waterbury: For fully three-quarters of that distance the railroad had



A Freight Train Sourries Through the Valley.





practically disappeared; embankments washed out, and for miles at a time, the track completely overturned . . . . In the station at Waterbury, the muddy waters at one time reached a point eight and one-half feet above the floor of the waiting-room . . . . At Slip Hill, three miles below Waterbury, two thousand feet of track and embankment were washed into the Winooski . . . . A steel bridge at North Duxbury went out, with every one of its five stout spans.

Between Montpelier Junction and Randolph, the damage was not quite as severe. But from the latter station to White River Junction, it was at its worst. The narrow valley of the White, through which Central Vermont turns and twists on its way, caught the brunt of the storm. There again, the railroad had all but ceased to exist.

\* \* \* \* \*

A railroad never gives up. Hardly had the hastily rigged telegraph lines begun to function once again, before relief trains were on their way to the scene of the disaster from every direction, penetrating just as far as track might bear them. They carried steel, timber, ties, ballast, men and machines. Before the waters had really receded, over three thousand men were at work, restoring the main line of Central Vermont. Amongst them was Edward C. Smith himself, watching, suggesting, even taking a hand with the other workers; swiftly and surely forming a railroad once again.

While reconstruction went on, through traffic over the road was detoured as far east as Portland, Maine, in some cases. It took three months, almost to a day, to restore the line. The last bit of broken track was mended February 2, 1928, and two days later a standard passenger train, carrying Smith and Thornton and other operating officers went through from St. Albans to White River Junction to the applause of hundreds who had gathered by the track to see it. Two days later, regular service was resumed over the entire line.

\* \* \* \* \*

It had been a terrific financial blow to a railroad just struggling to its feet. No net profits now. Not even money to meet the fixed charges and all the operating and rebuilding costs—these last alone, over \$3,000,000. Bankruptcy once again confronted Central Vermont . . . . On December 12th, 1927, the United States District Court of Vermont appointed George A. Gaston and John W. Redmond receivers for the property. These men went to work at once, raising funds for the rehabilitation of the road and opening it again to traffic. They were aided by the road's principal stockholders, the Canadian National, which at once threw all its resources, human and mechanical, into the prompt restoration of Central Vermont. As soon as this had been finished, the receivership ended. Another Central Vermont company had been buried and a new one born. This was to be known as the Central Vermont Railway, Inc., and it was to be the fourth company to own and operate Vermont's principal railroad. It has continued from that day to this, with increasing success.

Thornton could not always see eye-to-eye with Edward C. Smith on railroad matters. Personally friendly, they disagreed on many points, particularly those in regard to the refinancing of the property. Thornton, as chairman and president of Canadian National, had the whip hand. When he brought it down sharply, in 1932, Edward C. Smith resigned as president of Central Vermont and a historic railroad dynasty had come to an end.

No other in America had equalled it in length of time. From the day that Edward C. Smith's grandfather, the patriarchal John Smith, had become president of the still unbuilt Vermont and Canada to that day when Edward Curtis Smith moved the last of his personal effects out of the old St. Albans depot, eighty-seven long years had gone their way . . . . For nearly a century, the Smith family of St. Albans had given the best of its brains and its abilities into the making of a railroad; at first existent only on draughting-boards and in imaginations . . . . had nursed it through the vicissitudes of a delicate childhood . . . . had watched it grow into manhood, full power and estate . . . . had stood by in disaster . . . . and had been finally dismissed from its service. This was the greatest tragedy of the entire history of Central Vermont.

\* \* \* \* \*

Thornton did not long survive Smith on the official roster of Central Vermont. Political troubles increased about his head in Montreal. He, too, was finally out, and came to an untimely end a few months later after an operation in a New York hospital. Governor Edward Curtis Smith died at about the same time at his manorial house up on the hill at St. Albans. So, in the death of two outstanding men, passed away the old order of things.

\* \* \* \* \*

Thornton was succeeded as chairman of the board and president of Canadian National and president of Central Vermont by Canadian-born Samuel J. Hungerford, a quiet, thorough, capable railroader in whose hands Central Vermont—despite some hard years for all American railroads—came to increasing strength and prosperity. Mr. Hungerford has just recently (1941) retired as president of the two roads, although retaining his post of chairman of the board of the parent board. His place on both roads has been taken by R. C. Vaughan, a former vice-president of Canadian National. And a new chapter in the history of both has been begun.

\* \* \* \* \*

### THE LOCOMOTIVES OF THE CENTRAL VERMONT

I believe I can truthfully state that none of our New England roads have presented such a complex problem as the locomotives of this Vermont line. This is due in part to the roads that were acquired subsequent to 1872, the locomotives being included in the C. V. system, the interchange of power caused by this control and the final division when these

lines were divorced in the nineties. Nor is this all, the early Master Mechanics indulged in the habit of listing the locomotives as their own products after two or three shoppings and some one took an evident fancy in renaming the engines. Out of forty engines, listed in 1852, only thirteen of these same forty retained these same names in 1873. The roster of 1851 lists thirty-three locomotives and the individual builders, by 1860 the roster indicates that all were built by the Vermont Central.

It is safe to assume that the majority of these early locomotives were extensively rebuilt in the Northfield Shops. Whether this policy was a wise one is hardly worth discussing at this rather late day. When the shops were moved to St. Albans, the work of repairing and building new locomotives commenced at this point in 1866. The early locomotives, with their gay colors and brass work, their huge stacks belching the fragrant wood smoke, must have made an impressive sight winding through the river valleys. In the eighties, brass work disappeared as did some of the gay colors but these locomotives were equally handsome through sheer simplicity of design. As for burning wood, the roster of 1894 indicates that eight of these locomotives still burned wood.

In closing these introductory remarks, let me state that only through the kindness of H. T. Nowell, Mechanical Superintendent and the untiring efforts of W. C. Hamm, Mechanical Engineer of the Central Vermont Ry. Inc., and our own Canadian Representative, Robert R. Brown, has this roster been made possible.

The first roster of Vermont Central locomotives is found in the Annual Report of 1850 and it is worthy of reproduction as it forms a foundation on which to commence this roster:

#### Vermont Central Railroad

##### Locomotive Roster—June 30th, 1850

								Cost
Winooski	Frt. Boston L.W.	46000#	8wh	4dr	54"			\$8000.00
Sorelle	Frt. Boston L.W.	46000	8wh	4dr	54"			7500.00
Lamoille	Pass. Boston L.W.	46000	8wh	4dr	60"			7800.00
Missisco	Pass. Boston L.W.	46000	8wh	4dr	60"			7800.00
Otta Queechee	Frt. Boston L.W.	46000	8wh	4dr	54"			7500.00
Old Zack	Frt. Boston L.W.	50000	10wh	6dr	46"			8500.00
Cascadnac	Pass. Boston L.W.	46000	8wh	4dr	66"			7800.00
Keystone	Frt. Baldwin	50000	8wh	8dr	45"			10000.00
Ethan Allen	Pass. Boston L.W.	46000	8wh	4dr	66"			7800.00
Gov. Paine	Pass. Baldwin	46000	8wh	2dr	79½"			10000.00
Nahlegan	Pass. Boston L.W.	46000	8wh	4dr	60"			8000.00
Iriquois	Frt. Boston L.W.	46000	8wh	4dr	54"			8000.00
Flying Dutchman 3rd	Baldwin	24000	6wh	2dr	54"			555.57
Spitfire	New Castle	24000	6wh	2dr	60"			555.57
Abigail Adams	Baldwin *	.....	4wh	4dr	41"			3000.00

The "Flying Dutchman" was probably the engine with the same name on the Harrisburg, Portsmouth, Mt. Joy & Lancaster R. R. and the origin of the "Spitfire" is uncertain. They were brought to this section by Henry Campbell, who started the construction of the road.

He also ordered the "Abigail Adams" from M. W. Baldwin, one of the few instances where a locomotive carried the name of a woman and "she" was the first locomotive to enter St. Albans. The "Gov. Paine" was an attempt at high speed—a mile a minute, but lacking tractive effort, the engine was subsequently rebuilt to a 4-4-0.

In the list that follows, I must caution the reader that the renaming and rebuilding of these locomotives did not take place at the same time in many instances. No two engines carried the same names at the same time ever, but space does not permit to give the dates of renaming even if they were known in all instances. This list carries us through to 1900 and it shows the engines bearing the numbers in the first series together with their renumbering—if any.

1 Gov. Paine J. Clark	Baldwin St. Albans	#343	9- 7-1849 9-12-1863	4-2-2 4-4-0	17½x20" 15x24"	78" 60"	Reb. & Ren. Sold—South- east. Ry. 1877
1 J. Clark	St. Albans		1880	2-6-0	18½x24"	57"	Re. 306
2 John Smith	Hinkley & Drury	273	9- 6-1850	4-4-0	16x20"	54"	Reb. 1856— Sc. 1869
2 St. Albans	Taunton	464	5-31-1869	4-4-0	16x24"	66"	Sold—Rutland Div. 1871 #37 Shelburne
2 St. Albans	St. Albans		1872	4-4-0	16x24"	63"	Re. 33
3 Ontario	Amoskeag	11	2-14-1851	4-4-0	16x20"	60"	Renamed
Shefford	Rebuilt		8- 8-1859	4-4-0	14x24"	60"	Sc. 9-1874
3 J. Q. Hoyt	St. Albans		1875	4-4-0	16x24"	63"	Re. 37
4 Ottawa	Amoskeag	10	1- -1851	4-4-0	16x20"	60"	Renamed 1870
Farnham	Rebuilt		11-17-1858	4-4-0	14x24"	60"	Sold—South- east. Ry. 1871
4 Geo. G. Hunt	St. Albans		1872	4-4-0	16x24"	63"	Re. 35
5 Canada	Amoskeag	9	9- -1850	4-4-0	16x20"	60"	Renamed—1873
Vernon	Rebuilt		9-24-1860	4-4-0	15x24"	60"	Sold 5-1881
5 D. D. Ranlett	St. Albans		1881	2-6-0	19x28"	57"	Re. 311
6 Nalhegan	Hinkley & Drury	250	10-19-1849 2-8-1859 &	4-4-0 4-4-0	16x20" 15x24"	60" 60"	Rebuilt Sold—S. E. Ry. 1875
6 E.A.Chittenden	St. Albans		1880	2-6-0	19x24"	57"	Re. 307
7 Cascadnac	Hinkley & Drury	242	7- 6-1849	4-4-0	15x18"	66"	Renamed 1871
Sheldon	Rebuilt		9-10-1858	4-4-0	13x20"	60"	Sc. 1878
7 Geo. Nichols	St. Albans		1878	2-6-0	17x24"	57"	Re. 300
8 Lamoille	Hinkley & Drury	189	7-25-1848	4-4-0	15x18"	60"	Renamed 1869
E. F. Perkins	Rebuilt		10-10-1862	4-4-0	15x20"	66"	Sc. 1893
9 St. Albans	Baldwin	409	12-20-1850	4-4-0	13½x22"	60"	Renamed 1869
Milton	Rebuilt		10-15-1861	4-4-0	15x24"	60"	Sc. 1890
9 Not named	Baldwin	5627	1881	4-4-0	10x16"	42"	Sc. 1899
10 Old Zach	Hinkley & Drury	239	6-27-1849	4-6-0	16x20"	46"	Renamed 1864
Gen'l. Taylor	Rebuilt		7- -1854				Renamed 1869
Stanbridge	Rebuilt		7- -1864	4-4-0	16x24"	60"	Sold—S. E. Ry. 1881 (?)
10 St. Alexander	St. Albans		1871	4-4-0	16x24"	57"	Re. 10
11 Montreal	Hinkley & Drury	275	9-14-1850	4-4-0	16x20"	54"	
	Rebuilt		11-15-1856	4-4-0	14x24"	60"	Sc. 1879
11 D. D. Ranlett	St. Albans		1879	2-6-0	18x24"	61"	Sold—N. L. N. 1881 #160
11 Woodstock	St. Albans		1871	4-4-0	16x24"	61"	Re. 11
12 Winooski	Hinkley & Drury	174	5-26-1848	4-4-0	16x20"	54"	
	Rebuilt		12-27-1857	0-4-0	14x24"	57"	Sc. 1888

12	Not Named	Baldwin		1873	2-6-0	14x18"	42"	Sold or Sc. 1906
13	Champlain	Hinkley & Drury	280	10-22-1850	4-4-0	16x20"	66"	Renamed 1870
	Enosburg	Rebuilt		6-10-1860	4-4-0	15x24"	60"	Sold—S. S. & C. 1884
13	Not Named	Schenectady	828	1871	4-4-0	16x24"	63"	Re. 42
14	Otta Queechee	Hinkley & Drury	195	8-24-1848	4-4-0	15x20"	54"	
		Rebuilt		9- 8-1858	4-4-0	15x20"	60"	Sold—S. S. & C. 1884
14	Not Named	Baldwin	8861	1887	2-6-0	19x26"	57"	Re. 313
15	Iroquois	Hinkley & Drury	251	11-15-1849	4-4-0	16x20"	54"	Renamed
	Woodstock	Rebuilt		4-13-1861	4-4-0	15x20"	54"	Renamed
	Express					15x20"	66"	Sold—S. S. & C. 1884
Returned to C. V. when S. S. & C. equipment was taken over, still retained #15 and scrapped prior to 5-29-1895.								
16	Erie	Baldwin	415	2-10-1851	4-4-0	15x20"	54"	Renamed
	Roxbury	Rebuilt		.....	4-4-0	13½x22"	60"	Sold—S. E. Ry. 1873
16	M. G. Elliott	St. Albans		1873	4-4-0	16x24"	66"	Re. 43
17	Burlington	Baldwin	416	2-13-1851	4-4-0	15x20"	54"	
		Rebuilt		9- -1857	4-4-0	14x24"	60"	Renamed 1873
	White River	Rebuilt		10- -1868	4-4-0	15x24"	60"	Sold—1879
17	S. L. Woodford	St. Albans		1880	2-6-0	19x24"	61"	Sold—N. L. N. 1887 #156
17	Not Named	Baldwin	8660	1887	2-6-0	19x26"	57"	Re. 314
18	St. Lawrence	Baldwin	422	3-12-1851	0-8-0	17x22"	45"	Renamed 1871
	Berkshire	Rebuilt		3-11-1858	4-4-0	14x24"	60"	Sc. 1876
18	Bradley Parlow	Listed in 1879	Possibly S. E. Ry. #13.					
18	W. H. H.	St. Albans		1881	2-6-0	19x24"	54"	Re. 308
	Bingham							
19	Oregon	Baldwin	427	5-15-1851	0-8-0	17x22"	45"	Renamed 1869
	Bethel	Rebuilt		9-11-1861	4-4-0	15x24"	60"	Sent to B. & L. in exch. for the Lamoille
19	J. W. Hobart	St. Albans		1884	4-4-0	17½x24"	68"	Re. 54
20	Vermont	Baldwin	428	5-23-1851	0-8-0	17x22"	45"	
		Rebuilt		9-27-1856	4-4-0	15x20"	66"	Sc. 1890
20		Schenectady	3515	1891	0-4-0	16x24"	50"	Re. 49
21	Huron	Baldwin	424	4-18-1851	0-8-0	17x22"	45"	Renamed 1870
	Erie	Rebuilt		6-17-1856	4-4-0	16x24"	60"	Sc. 1879
21	Otis Drury	St. Albans		1871	4-4-0	16x24"	63"	Re. 36
22	Superior	Baldwin	426	5- 7-1851	0-8-0	17x22"	45"	Dis. unknown
22	Superior	Northfield		4-25-1859	0-6-0	15x22"	48"	Renamed 1871
	Lamoille	Rebuilt		12-15-1869	0-6-0	15x22"	54"	Sc. 1895
The records state the "Superior" was built new in 1859.						No doubt some of the former "Superior" was used in its construction.		
23	Waterbury	Souther ✓		1852	4-4-0	15x20"	66"	Rebuilt
		7-1859 and		3- -1869	4-4-0	13x20"	60"	Sold—S. E. Ry. 1872
23	W. H. DuPois	St. Albans		1881	2-6-0	19x24"	61"	Sold—N. L. N. 1887 #157
23	Not Named	Baldwin	8662	1887	2-6-0	19x26"	57"	Re. 315
24	Montpelier	Hinkley & Drury	361	4- 1-1852	4-4-0	15x24"	60"	
		Rebuilt		12-27-1858	4-4-0	13x20"	60"	Sc. 1878
24	Pacific	St. Albans		1873	4-4-0	17x24"	68"	Sold—Rutland Div.
	Renamed	Chas. Clement	# 17	8- -1886				
24	Not Named	Baldwin	8312	1887	0-4-0	16x24"	50"	Re. 46

25 Missisco Rebuilt	Hinkley & Drury 194	8-17-1848 4-4-0	15x18" 60"	
	12-1858 and	2- -1870 4-4-0	15x24" 60"	Sold—Rutland Div.
Renumbered	42	1873		
25 J. R. Langdon	St. Albans	1874 4-4-0	16x24" 66"	Sold—N. L. N. 1890 #175
25 Geo. L. Stone	St. Albans	1871 4-4-0	16x24" 68"	Sc. 1899
26 Express	Amoskeag 12	2-27-1851 4-4-0	16x20" 60"	Sc. prior to 3-1868
	Rebuilt	5- 1-1856 4-4-0	16x22" 60"	
26 J. M. Foss	St. Albans	9-28-1869 4-4-0	16x22" 66"	Re. 7
27 Saguenay	Baldwin 418	2-25-1851 4-4-0	15x20" 54"	Renamed
Middlesex	Rebuilt	8-27-1860 4-4-0	16x24" 60"	Sc. 1897
28 Sorelle	Hinkley & Drury 170	5-12-1848 4-4-0	15x20" 54"	Renamed 1870
Granby	Rebuilt 1-1857 and 4-	-1870 4-4-0	14x24" 60"	Sold—Canada Atlantic Ry. 1881
28 Edw. Blake	St. Albans	1871 4-4-0	16x24" 57"	Sc. 1898
29 Northfield	Essex Co. Rebuilt	1852 4-4-0 8-15-1857 4-4-0	16x20" 54" 14x24" 60"	Sc. 1882
29 Gov. Smith	St. Albans	1883 4-4-0	17½x24" 68"	Re. 53
30 Windsor	Essex Co. Rebuilt	1852 4-4-0 6- 8-1857 4-4-0	15x18" 60" 15x20" 66"	Sc. 1876
30 Geo. L. Stone	St. Albans	1871 4-4-0	16x24" 68"	Re. 25—1892
30 Not Named	Schenectady 3593	1892 4-4-0	17x24" 63"	Re. 50
31 Eldorado Georgia	Amoskeag Rebuilt 52	7- 6-1852 4-4-0 12-18-1863 4-4-0	16x20" 69" 14x24" 60"	Renamed Sold—Can. Atl. 1883
31 Georgia Lamoille	Mason 580	4-14-1877 0-4-4	15x22" 48"	Formerly Rebuilt
	On B. & L.—Exchanged for "Bethel."			Sc. 1890
31 Not Named	St. Albans	4-4-0	15x22" 66"	Sc. 1890
32 Richmond	Schenectady 3594	1892 4-4-0	17x24" 63"	Re. 51
B. P. Cheney	Essex Co. Rebuilt	1852 4-4-0 11-23-1854 4-4-0	16x20" 54" 16x22" 66"	Renamed 1853 Reb. 1869 Sc. 1897
33 Essex	Essex Co. Rebuilt	1852 4-4-0 4-27-1860 4-4-0	16x20" 54" 15x24" 60"	Sc. 1890
33 J. M. Foss	St. Albans	1887 4-4-0	17½x24" 63"	Re. 52
34 The Stranger	Taunton 116	10- 5-1852 4-4-0	15x20" 66"	Sold—Rut. Div.
Ticonderoga #39		1871		
34 Stranger	St. Albans	1872 4-4-0	16x24" 63"	Re. 34
35 Swanton	Hinkley & Drury 403	10- 6-1852 4-4-0	15x24" 60"	Renamed 4c
Richford	Rebuilt	7- -1870 4-4-0	15x24" 60"	Sold—Rut. Div.
Salisbury #41		1871		
35 Richford	St. Albans	1874 4-4-0	16x24" 54"	Re. 14
36 Royalton	Taunton 123	12-16-1852 4-4-0	15x20" 66"	Sc. 1875
36 North Star	St. Albans	1872 4-4-0	16x24" 60"	Sc. 1898
37 Ethan Allen	Hinkley & Drury 243	7-18-1849 4-4-0	15x18" 66"	Renamed 1873
Forest City	Rebuilt	5- 7-1855 0-4-0	14x24" 60"	Sc. 1886
37 Not Named	Baldwin 8667	1887 2-6-0	19x26" 57"	Re. 316
38 Michigan	Baldwin 425	5- 2-1851 0-8-0	17x22" 45"	Renamed
Cascadnac	Rebuilt 4-1857 and 12-	-1869 4-4-0	14x24" 60"	Sold—Q. M. O. & O. #36 1881
38 Lansing Mills	St. Albans	1871 4-4-0	16x24" 57"	Re. 15
39 Keystone	Baldwin 342	1-20-1849 0-8-0	17x22" 45"	Renamed
John Crombie	Rebuilt	8-14-1862 4-4-0	16x24" 60"	Sc. 1873
39 John Crombie	St. Albans	1874 4-4-0	16x24" 60"	Re. 39
40 Iron Horse	Souther	1852 4-4-0	15x20" 66"	Renamed 1869
Gov. Smith	Rebuilt	1-25-1866 4-4-0	15x20" 66"	Sold—S. S. & C. 1884
I. B. Futvoye	The "Gov. Smith" renamed, upon return from S. S. & C. Sc. 1895			

41	Whistler	Boston		1856	4-4-0	15x24"	60"	Renamed
	Randolph	Rebuilt		9-24-1859	4-4-0	15x24"	60"	Sc. 1879
41	J. M. Pinkerton	St. Albans		1871	4-4-0	16x24"	54"	Sc. 1898
42	A. B. Foster	Taunton	276	1860	4-4-0	15x22"	66"	From S. S. & C. 1862
		Transferred to O. & L. C.		1873				
42	T. W. Park	St. Albans		1873	4-4-0	16x24"	66"	Renamed 1884 Re. 44
	J. W. Emery							Ex—Ct. River
43	Bolton	Hinkley & Drury	55	11-17-1845	4-4-0	13½x20"	60"	
	Holyoke	Taken by Taunton in payment for new engine.						
	Rebuilt	Taunton	285	1862	4-4-0	as "Waterloo"	60"	for S. S. & C.
	Rebuilt	St. Albans		6- 3-1864	4-4-0	13x20"	60"	Sold—1881 to
		Montreal & Sorel R. R. #2—Pontiac Pacific				Jct. #1		
43	Jacob Edwards	St. Albans		1882	2-6-0	19x28"	57"	Re. 312
44	A. No. 1			About 1860	4-4-0	15x24"	60"	Renamed
	Williston	Rebuilt		12-26-1867	4-4-0			Sc. 1897
45	L. Brainerd	Northfield		10-29-1864	4-4-0	15x24"	60"	Sold—S. S. & C. Sc. 1897
46	Hartland	Northfield		12- 2-1864	4-4-0	15x24"	60"	Sold—S. S. & C. Sc. 1891
47	Hartford	Northfield		5- 5-1865	4-4-0	15x24"	60"	Sc. 11-27-1895
48	Sharon	McKay & Aldus		5- 1-1865	4-4-0	16x24"	60"	Renamed 1874 Sc. 1882
	H. K. Adams							Sc. 1882
48	A. C. Bean	St. Albans		1882	4-4-0	16x24"	63"	Re. 38
49	Colchester	Northfield		9-19-1865	4-4-0	15x24"	60"	Sc. 1895
50	Alburgh	Northfield		12-28-1866	4-4-0	15x24"	60"	Sc. 2-1892
51	H. H. Locklin	St. Albans		3-31-1869	4-4-0	16x22"	66"	Sc. 7-1897
52	G. Merrill	Northfield		3- -1865	4-4-0	15x24"	60"	Sc. 6-1893
53	Berlin	McKay & Aldus		4- -1865	4-4-0	16x24"	60"	Renamed
	B. B. Smalley	Rebuilt		1878	4-4-0	16x24"	63"	Re. 40
54	St. Johns	McKay & Aldus		5-18-1865	4-4-0	16x24"	60"	Renamed 1881
	T. M. Deal	Rebuilt		1881	4-4-0	16x24"	63"	Sc. 1899
55	Mansfield	McKay & Aldus		6-15-1865	4-4-0	16x24"	60"	Renamed 1882
	J. H. Kimball	Rebuilt		1882	4-4-0	16x24"	63"	Re. 41
56	Gen. Grant	Manchester	72	8- 3-1865	4-4-0	16x24"	60"	Renamed 1873
	Boston	Rebuilt		1887	4-4-0	16x24"	63"	Re. 24
57	Gen. Stannard	Manchester	73	1-11-1866	4-4-0	16x24"	60"	Sc. prior to 1899
58	Gen. Sherman	Manchester	76	4-17-1866	4-4-0	16x24"	60"	Renamed 1871
	R. Camp	Rebuilt		1887	4-4-0	16x24"	63"	Assigned #25 Sc. 1899
59	Gen. Sheridan	Manchester	77	4-17-1866	4-4-0	16x24"	60"	Reb. 1884 Re. 26
60	R. F. Taylor	St. Albans		11- 9-1868	4-4-0	15x24"	66"	Sc. 5-1893
61	Highgate	Northfield		8- -1866	4-4-0	15x24"	60"	Sc. 1897
62	Richmond	Mason	297	12-11-1868	4-4-0	16x22"	66"	To O. & L. C.
	John Schrier	W. K. Blodgett						
62	Geo. M. Rice	St. Albans		1872	4-4-0	16x24"	54"	Re. 12
63	Stowe	Mason	295	11-18-1868	4-4-0	16x22"	66"	To O. L. & C.
	W. A. Short	W. A. Haskell						
63	Stowe	St. Albans		1872	4-4-0	17x24"	68"	To Rut. Div. #1—1886
	Burlington							
63	Not Named	Baldwin	8323	1887	0-4-0	16x24"	50"	Re. 47
64	Braintree	Mason	291	10-12-1888	4-4-0	16x24"	54"	To O. & L. C.
	Chateaugay							
64	Braintree	St. Albans		1872	4-4-0	16x24"	54"	Re. 13
65	Fairfax	Mason	296	11-30-1868	4-4-0	16x24"	54"	To O. & L. C.
	St. Regis	W. J. Averill						
65	Fairfax	St. Albans		1872	4-4-0	16x24"	54"	Re. 8

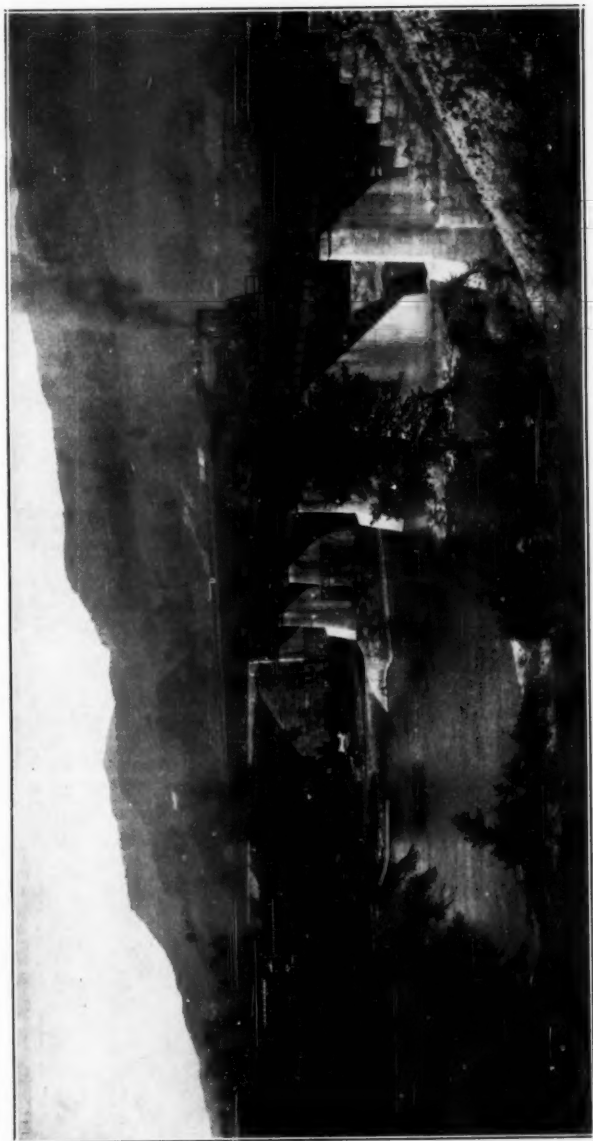


66	Des Rivieres	St. Albans		4-14-1870	4-4-0	16x24"	54"	Re. 9
67	Waterloo	St. Albans		3-12-1870	4-4-0	16x24"	54"	Re. 16
68	J. W. Hobart	Manchester	192	7-30-1869	4-4-0	16x24"	54"	Renamed 1885
	Wm. Hatch							Re. 20
69	A. Arnold	Manchester	193	8- 5-1869	4-4-0	16x24"	54"	Reb. 1885—
								Re 21
70	St. Armand	St. Albans		8- 9-1870	4-4-0	16x24"	54"	Sc. 8-1897
71	W. C. Smith	Taunton	466	6-30-1869	4-4-0	16x24"	66"	Sold Rut. Div.
	J. Burdette							#36
71	W. C. Smith	St. Albans		1873	4-4-0	16x24"	68"	Re. 45
72	Swanton	St. Albans		6-29-1870	4-4-0	16x24"	68"	Re. 17
73	Jo-d Hatch	St. Albans		11-16-1870	4-4-0	16x24"	68"	Re. 18
74	Atlantic	St. Albans		1- -1870	4-4-0	16x24"	68"	Re. 19
75	Woodstock	St. Albans		1871	4-4-0	16x24"	57"	Re. 11—1882
75	S. A. Cummings	Rhode Island	1440	12- 7-1883	2-6-0	19x26"	57"	Re. 328
76	St. Alexander	St. Albans		1871	4-4-0	16x24"	57"	Re. 10—1881
76	J. L. Mason	Rhode Island	1441	12- 7-1883	2-6-0	19x26"	57"	Re. 329
77	Edward Blake	St. Albans		1871	4-4-0	16x24"	57"	Re. 28—1881
77	Jed. P. Clark	Rhode Island	1442	12-10-1883	2-6-0	19x26"	57"	Re. 330
78	Lansing Millis	St. Albans		1871	4-4-0	16x24"	57"	Re. 38—1881
78	F. S. Stranahan	Rhode Island	1443	12-10-1883	2-6-0	19x26"	57"	Re. 331
79	Otis Drury	St. Albans		1871	4-4-0	16x24"	63"	Re. 21—1879
79	E. P. Walton	Rhode Island	1444	12-14-1883	2-6-0	19x26"	57"	Re. 332
80	J. M. Pinkerton	St. Albans		1871	4-4-0	16x24"	54"	Re. 41—1879
80	Geo. T. Childs	Rhode Island	1445	12-14-1883	2-6-0	19x26"	57"	Re. 333
81	Pacific	Baldwin	2454	5-27-1871	2-6-0	17x24"	55"	Sold—Rut. Div.
	America #38			1872				
81	Pacific	St. Albans		1873	4-4-0	17x24"	68"	Re. 24—1878
81	E. G. Lucas	Rhode Island	1446	12-17-1883	2-6-0	19x26"	57"	Re. 334
82	Geo. L. Stone	St. Albans		1871	4-4-0	16x24"	68"	Re. 30—1879
82	Paul Dilling-	Rhode Island	1447	12-19-1883	2-6-0	19x26"	57"	Re. 335
	ham							
83	North Star	St. Albans		1872	4-4-0	16x24"	60"	Re. 36—1877
83	Jos. Hickson	Rhode Island	1448	12-29-1883	4-4-0	18x24"	68"	Re. 100
84	Geo. G. Hunt	St. Albans		1872	4-4-0	16x24"	63"	Re. 4—1874
84	E. H. Baker	Rhode Island	1449	12-29-1883	4-4-0	18x24"	68"	Re. 101
85	M. G. Elliott	St. Albans		1873	4-4-0	16x24"	66"	Re. 16—1874
85	W. B. Viall	Rhode Island	1653	7-10-1886	4-4-0	17½x24"	68"	Re. 55
86	Arctic	St. Albans		1872	4-4-0	16x24"	66"	Dis. unknown
86	S. W. Cummings	Rhode Island	1651	7- 7-1886	4-4-0	17½x24"	68"	Re. 56
87	A. C. Stone-	Rhode Island	1652	7-10-1886	4-4-0	17½x24"	68"	Re. 57
	grave							
88	J. M. Foss	St. Albans		1887	4-4-0	17½x24"	63"	Re. 33—1887
88	Not Named	Baldwin	8659	1887	2-6-0	19x26"	57"	Re. 317
89	Not Named	Baldwin	8556	1887	2-6-0	19x26"	57"	Re. 318
90	Not Named	Baldwin	8557	1887	2-6-0	19x26"	57"	Re. 319
91	Wm. Emberry	Baldwin	10466	1890	2-6-0	19x26"	56"	Re. 320
92	H. A. Blodgett	Baldwin	10467	1890	2-6-0	19x26"	56"	Re. 321
93	M. Magiff	Baldwin	10472	1890	2-6-0	19x26"	56"	Re. 322
94	Not Named	Baldwin	10649	1890	2-6-0	19x26"	56"	Re. 323
95	Not Named	Baldwin	10639	1890	2-6-0	19x26"	56"	Re. 324
96	Not Named	Baldwin	10653	1890	2-6-0	19x26"	57"	Re. 325
97	C. H. Pierce	Baldwin	10642	1890	2-6-0	19x26"	57"	Re. 326
98	Not Named	Baldwin	10648	1890	2-6-0	19x26"	57"	Re. 327
99	B. F. Fifield	Baldwin	11000	1890	4-4-0	19x24"	68"	Re. 104
100	Not Named	Baldwin	11001	1890	4-4-0	19x24"	68"	Re. 105
101	Not Named	Baldwin	10987	1890	2-8-0	21x26"	54"	Re. 390
102	Not Named	Baldwin	10985	1890	2-8-0	21x26"	54"	Re. 391
103	Not Named	Baldwin	10991	1890	2-8-0	21x26"	54"	Re. 392



d 1885  
5—  
7  
t. Div.

-1882  
-1881  
-1881  
-1881  
-1879  
-1879  
ut. Div.  
-1878  
-1879  
-1877  
1874  
-1874  
known  
-1887



The "Ambassador" crosses the Winooki River at North Duxbury, Vt.

104  
105  
106  
107  
108  
109  
110  
111  
112  
113  
114  
115  
116  
117  
118  
129  
130  
131  
132  
133  
134  
135

104 Not Named	Baldwin	10994	1890	2-8-0	21x26"	54"	Re. 393
105 Not Named	Baldwin	10992	1890	2-8-0	21x26"	54"	Re. 394
106 Not Named	Baldwin	10996	1890	2-8-0	21x26"	54"	Re. 395
107 Not Named	Schenectady	3513	1891	4-4-0	18x24"	69"	Re. 102
108 Not Named	Schenectady	3514	1891	4-4-0	18x24"	69"	Re. 103
109 St. Lawrence	Schenectady	3639	1892	4-4-0	16x22"	60"	Inspection Engine
110 Not Named	Rhode Island	2760	1892	4-6-0	19x24"	56"	Re. 203
111 Not Named	Rhode Island	2761	1892	4-6-0	19x24"	56"	Re. 204
112 Not Named	Rhode Island	2726	1892	4-6-0	19x24"	56"	Re. 205
113 Not Named	Rhode Island	2730	1892	4-6-0	19x24"	56"	Re. 206
114 Not Named	Rhode Island	2727	1892	4-6-0	19x24"	56"	Re. 207
115 Not Named	Rhode Island	2762	1892	4-6-0	19x24"	56"	Re. 208
116 Not Named	Schenectady	3722	1892	4-6-0	19x24"	63"	Re. 209
117 Not Named	Schenectady	3723	1892	4-6-0	19x24"	63"	Re. 210
118-128 Vacant							
129 Not Named	Schenectady	3878	1892	4-4-0	19x24"	69"	Re. 106
130 Not Named	Schenectady	4114	1893	2-6-0	19x26"	57"	Re. 336
131 Not Named	Schenectady	4115	1893	2-6-0	19x26"	57"	Re. 337
132 Not Named	Schenectady	4116	1893	2-6-0	19x26"	57"	Re. 338
133 Not Named	Schenectady	4117	1893	2-6-0	19x26"	57"	Re. 339
134 Not Named	Schenectady	4118	1893	2-6-0	19x26"	57"	Re. 340
135-150 Vacant							

The Adirondack & St. Lawrence R. R., which extended from the Mohawk to Malone Jet. was a reorganization of the narrow gauge Herkimer, Newport & Poland Ry. by Dr. Seward Webb. In 1891 the Malone & St. Lawrence was built from Malone Jet. to the International boundary and the St. Lawrence & Adirondack from that point to Valleyfield, P. Q., subsequently to Adirondack Jet. These last two roads were leased in perpetuity to the C. V. and they, with the A. & St. L. formed a through route from Herkimer to Montreal. The locomotives used were evidently operated jointly and lettered both A. & St. L. and C. V. Ry. The ownership of a certain number was assumed by the C. V. Ry. under a mortgage agreement. Subsequently, the New York Central acquired control of the A & St. L. and Dr. Webb assumed the lease of the M & St. L. The line was operated by New York Central interests. The locomotives under the mortgage agreement came to the C. V. Ry. and were renumbered in the old series and will be found in their proper places. A & St. L. Nos. 1 and 3; C. V. Ry. Nos. 9 and 12, respectively, were originally narrow gauge engines of the H. N. & P., rebuilt to standard gauge. A & St. L. #6 was formerly N. Y. C. #361. Although these engines will be found in their proper places under the C. V. number, the following table of numbers may help keep these locomotives straight in the minds of our readers:

# A. & St. L. R. R. Locomotives Transferred to C. V. Ry.

A. & St. L. #					C.V.Ry # C.V. Ry.		Sc. 1899
					as Transf'd.	1900 #	
1	Baldwin	5627	1881	4-4-0	9	.....	
2	Schenectady	3515	1891	0-4-0	20	49	
3	Baldwin	.....	1873	2-6-0	12	4	
6	Schenectady	828	1871	4-4-0	13	42	
11	Schenectady	3593	1892	4-4-0	30	50	
12	Schenectady	3594	1892	4-4-0	31	51	
13	Schenectady	3513	1891	4-4-0	107	102	
14	Schenectady	3514	1891	4-4-0	108	103	
32	Schenectady	3722	1892	4-6-0	116	209	
33	Schenectady	3723	1892	4-6-0	117	210	
34	Rhode Island	2730	1892	4-6-0	113	206	
35	Rhode Island	2727	1892	4-6-0	114	207	
38	Rhode Island	2726	1892	4-6-0	112	205	
39	Rhode Island	2762	1892	4-6-0	115	208	
101	Schenectady	3878	1892	4-4-0	129	106	
110	Rhode Island	2760	1892	4-6-0	110	203	
111	Rhode Island	2761	1892	4-6-0	111	204	
116	Schenectady	4114	1893	2-6-0	130	336	
117	Schenectady	4115	1893	2-6-0	131	337	
118	Schenectady	4116	1893	2-6-0	132	338	
119	Schenectady	4117	1893	2-6-0	133	339	
120	Schenectady	4118	1893	2-6-0	134	340	

The following A. & St. L. engines were transferred to the Rutland by the C. V. Ry.

A. & St. L. #					C.V.Ry # Rutland	
					as Transf'd.	#
1	Schenectady	3510	1891	0-4-0	211	80
11	Schenectady	3511	1891	4-4-0	232	182
12	Schenectady	3512	1891	4-4-0	233	183
31	Schenectady	3506	1891	4-6-0	234	480
32	Schenectady	3505	1891	4-6-0	235	481

A. & St. L. Nos. 1, 11-12 and 32 are not the same locomotives as those bearing the same numbers of the first list.

Continuing the C. V. roster, we come to the group on the New London Northern Division. This list includes only such locomotives as received by the C. V. at the time of the lease. A complete roster will be found in the appropriate place.

151	W. H. Barns	Hinkley	.....	1879	2-6-0	18x24"	57"	Re. 304
152	Brattleboro	St. Albans		1879	2-6-0	17x24"	57"	Re. 301
153	Not Named	Baldwin	10242	1889	4-6-0	19x24"	54"	Re. 200 Ex. O. & L. C. #20
154	Not Named	Baldwin	10236	1889	4-6-0	19x24"	54"	Re. 201 Ex. O. & L. C. #22
155	Not Named	Baldwin	10229	1889	4-6-0	19x24"	54"	Re. 202 Ex. O. & L. C. #18
156	Amherst	St. Albans		1880	2-6-0	19x24"	57"	Re. 309 Ex. C. V. #17
157	Stafford	St. Albans		1881	2-6-0	19x24"	57"	Re. 310 Ex. C. V. #23

158 Yantic	Rhode Island	1206	1882	2-6-0	18x24"	56"	Re. 302
159 Palmer	Rhode Island	1205	1882	2-6-0	18x24"	56"	Re. 303
160 Montville	St. Albans		1879	2-6-0	18x24"	57"	Re. 305 Ex. C. V. #11
161 Block Island	Manchester	81	1866	4-4-0	16x24"	63"	Re. 27
162 A. M. Ramsdell	Manchester	85	1866	4-4-0	16x24"	63"	Re. 28
163 Norwich	Manchester	90	1867	4-4-0	16x24"	63"	Re. 29
164 H. P. Haven	Manchester	89	1866	4-4-0	15x20"	63"	Re. 5
165 W. W. Billings	Manchester	240	1870	4-4-0	16x24"	63"	Re. 30
166 Willimantic	Manchester	441	1872	4-4-0	16x24"	63"	Re. 31
167 I. W. Dow	Manchester	442	1872	4-4-0	16x24"	63"	Re. 23
168 Robert Coit	Manchester	443	1872	4-4-0	16x24"	57"	Sc. 12-1895
169 Chas. Osgood	Manchester	444	1872	4-4-0	16x24"	57"	Re. 22
170 Benj. Stark	Manchester	445	1872	4-4-0	15x22"	69"	Sc. prior to 1899
171 C. F. Davenport	Manchester	446	1872	4-4-0	16x24"	57"	Rutland #79
172 Konomac	Manchester	724	1875	0-4-0	15x22"	50"	Sc. 1899
173 Vacant							
174 Nameaug	Baldwin	8311	1878	0-4-0	16x24"	50"	Re. 48
175 J. R. Langdon	St. Albans		1874	4-4-0	16x24"	63"	Re. 32
176 Montague	Manchester	60	1865	4-4-0	15x24"	63"	Re. 6
177-190 Vacant							

#### Brattleboro & Whitehall Division

191 Brattleboro	Danforth	1083	1879	2-6-0	12x16"	36"	Re. 2
192 Londonderry	Danforth	1084	1879	2-6-0	12x16"	36"	Re. 2
193 J. L. Martin	Danforth	1226	1880	4-4-0	10½x16"	42"	Re. 1

Originally the West River R. R., subsequently the Brattleboro & Whitehall R. R., this three foot gauge road was opened for service on Nov. 3, 1880. The three engines were all narrow gauge and the "J. L. Martin," as built was of the 2-4-0 type. On May 10, 1880, the road was leased to the New London Northern and when the N. L. N. was leased to the C. V., Dec. 1, 1899, the B. & W. became a part of the C. V. System. The road was made standard gauge in the fall of 1904 and, as the result of the flood damage of 1927 the C. V. did not reconstruct the road. With the help of the state, private parties took over but even they had to give up early in 1936.

#### Rutland Division

The next group of engines in the C. V. roster came from the Rutland & Burlington R. R. The complete roster will be found in its proper place:

201 Burlington	St. Albans		1872	4-4-0	17x24"	68"	Ex. C. V. "Stowe" #35
Rebuilt			1888	4-4-0	16x24"	68"	Rutland #62
202 Middlebury	Northfield		1866	4-4-0	15x24"	60"	
Rebuilt	Rutland		1870				Sc. 1892-1895
203 Benslide	Taunton	402	1867	0-4-0	15x22"	44"	Sc. 1900
204 Rutland	St. Albans		1872	4-4-0	16x24"	60"	Sold—M. D. & G. #1
204 Shelburne	Taunton	464	1869	4-4-0	16x24"	66"	Ex. C. V. #227
							Rutland #63
205 L. E. Roys	Taunton	447	1868	4-4-0	16x24"	60"	Rutland #64
206 Chester	Taunton	48	1850	4-4-0	15x18"	60"	Sc. 1892
207 Moosalamoo	Taunton	448	1868	4-4-0	16x24"	60"	Sc. 1900
208 Chas. Clement	St. Albans		1873	4-4-0	16x24"	66"	Ex. C. V. #24
							"Pacific" Rutland #65
209 Otter Creek	Hinkley & Dr.	548	1854	4-4-0	15x24"	60"	Sc. 1892
210 Pico	Hinkley & Dr.	552	1854	4-4-0	15x24"	60"	Sc. 1893
211 Gen'l. Strong	Taunton	78	1851	4-4-0	16x20"	60"	Sc. 1891

211 Not Named	Schenectady	3510	1891	0-4-0	16x24"	51"	Ex. A. & St. L. #1 Rutland #80
212 E. A. Birchard	Amoskeag	50	1852	4-4-0	16x24"	60"	Rutland #66
213 Col. Merrill	Amoskeag	72	1853	4-4-0	16x22"	60"	Sc. 1890
214 N. L. Davis	Taunton	426	1868	4-4-0	15x22"	66"	Rebuilt
			1891	4-4-0	16x22"	66"	Sc. 1900
215 Dunmore	Hinkley & Dr.	546	1854	4-4-0	15x24"	60"	Sc. 1893
216 Ethan Allen	Hinkley & Dr.	549	1854	4-4-0	15x24"	60"	Sc. 1893
217 Killington	Taunton	355	1865	4-4-0	16x24"	60"	Rutland #67
218 Addison	Taunton	356	1865	4-4-0	16x24"	60"	Rutland #68
219 J. Burdette	Taunton	366	1865	4-4-0	16x22"	66"	Rutland #69
220 Peter Butler	Taunton	480	1869	4-4-0	16x24"	60"	Rutland #70
221 John Simonds	Taunton	483	1869	4-4-0	16x24"	60"	Rutland #71
222 J. M. Haven	Rutland		1870	4-4-0	16x22"	66"	Sc. 1900
223 Geo. B. Chase	Taunton	509	1870	4-4-0	16x24"	60"	Rutland #72
224 J. H. Williams	Taunton	512	1870	4-4-0	16x22"	60"	Sc. 1900
225 L. Barnes	Taunton	514	1870	4-4-0	16x24"	60"	Sc. 1899
226 E. W. Horner	Taunton	466	1869	4-4-0	16x24"	66"	Ex. C. V. #71 "W. C. Smith"
227 Shelburne	Taunton	464	1869	4-4-0	16x24"	66"	Re. C. V. 204
228 America	Baldwin	2454	1871	2-6-0	17x24"	54"	Ex. C. V. 81 "Pacific"
							Rutland #370
229 Salisbury	Hinkley & Dr.	403	1852	4-4-0	15x24"	60"	Ex. C. V. #35 "Richford"
							Sc. 1897
230 Rockingham	Hinkley & Dr.	194	1848	4-4-0	15x24"	60"	Ex. C. V. #25 "Missisco"
							R #42
231 Not Named	Mason	583	1877	4-4-0	17x24"	60"	Ex. B. & La. M. "Burlington"
							Rutland #73
232 Not Named	Schenectady	3511	1891	4-4-0	18x24"	69"	Ex. A. & St. L. 11 Rutland #182
233 Not Named	Schenectady	3512	1891	4-4-0	18x24"	69"	Ex. A. & St. L. 12 Rutland #183
234 Not Named	Schenectady	3506	1891	4-6-0	18x24"	56"	Ex. A. & St. L. 32 Rutland #480
235 Not Named	Schenectady	3505	1891	4-6-0	18x24"	56"	Ex. A. & St. L. 31 Rutland #481
236-300 Vacant							

#### Ogdensburg & Lake Champlain Division

The following group of locomotives came from the O. & L. C. The complete roster will be found in its proper place.

301 W. J. Rust	Malone			4-4-0	15x20"	60"	Sc. 1892
302 W. L. Frost	Taunton	471	1869	4-4-0	16x24"	60"	Sc. 1895
303 J. W. Pierce	Taunton	435	1868	4-4-0	16x24"	60"	Sc. 1900
304 H. A. Church	Taunton	431	1868	4-4-0	16x24"	60"	Sc. 1895
305 D. C. Brown	Mason	282	1868	4-4-0	16x24"	60"	Sc. 1895
306 Abr'm. Klohs	Mason	286	1868	4-4-0	16x24"	60"	Rutland #74
307 J. S. Farlow	Malone			4-4-0	15x24"	60"	Sc. 1895
308 Malone	McKay & Aldus		1867	4-4-0	16x24"	60"	Sc. 1895
309 W. A. Short	McKay & Aldus		1867	4-4-0	16x24"	60"	Sc. ?
310 Gen. Grant	Malone		1865	4-4-0	15x24"	60"	Sc. ?
311 Gen. Sherman	Malone		1866	4-4-0	15x24"	60"	Sc. 1895
312 Welland	Malone			4-4-0	15x20"	54"	Sc. 1891

313 St. Lawrence	Malone	1862	4-4-0	15x20"	54"	Rutland #75
314 Champlain	Malone	1864	4-4-0	15x20"	54"	Sc. 1886
314 Not Named	Baldwin	8309	1886	2-6-0	19x24"	54" Rutland #392
315 Fawn	Malone	1872	4-4-0	14x20"	60"	Sc. 1891
316 Stag	Malone	.....	4-4-0	14x20"	60"	Sc. ?
317 Economy	Portland	456	1882	2-6-0	18x24"	54" Rutland #382
318 Richelieu	Malone	.....	4-4-0	14x20"	60"	Sc. 1889
318 Not Named	Baldwin	10229	1889	4-6-0	19x24"	54" Ex. C. V. #91
						Ret. to C. V.
						Re. 250—
						Sold N. L. N.
318 Not Named	Baldwin	10638	1890	2-6-0	19x26"	54" Rutland #393
319 Energy	Portland	457	1882	2-6-0	18x24"	54" Rutland #383
320 Turtle	Malone	.....	0-4-0	11x20"	40"	Sc. 1889
320 Not Named	Baldwin	10242	1889	4-6-0	19x24"	54" Ex. C. V. #33
						Ret. to C. V.
						Re. 220—
						Sold N. L. N.
320 Not Named	Baldwin	10914	1890	2-6-0	19x26"	54" Rutland #394
321 Not Named	Baldwin	8310	1886	2-6-0	19x24"	54" Rutland #395
322 Not Named	Baldwin	10236	1889	4-6-0	19x24"	54" Ex. C. V. #32
						Ret. to C. V.
						Re. 222—
						Sold N. L. N.
322 Not Named	Baldwin	10916	1890	2-6-0	19x26"	54" Rutland #396
323 Not Named	Baldwin	10917	1890	2-6-0	19x26"	54" Rutland #397
324 Not Named	Baldwin	10924	1890	4-4-0	17x24"	66" Rutland #172
325 Huron	Taunton	62	1850	4-4-0	15x20"	60" Ex. O. & L. C. #2
						"Richelieu"
						Sc. 1891
326 Not Named	Baldwin	10925	1890	4-4-0	17x24"	66" Rutland #173
327 Sorel	Malone	1872	4-4-0	16x24"	54"	Rutland #76
328 Ottawa	Malone	.....	4-4-0	14x18"	60"	Sc. 1891
329 S. A. Carlton	Rhode Island	1584	1885	2-6-0	19x24"	54" Rutland #398
330 D. W. Lawrence	Rhode Island	1585	1885	2-6-0	19x24"	54" Rutland #399
331 Hoyle	Malone	.....	1870	4-4-0	16x24"	60" Sc. 1900
332 Chateaugay	Mason	291	1868	4-4-0	16x24"	54" Ex. C. V. #64
						"Braintree"
						Sc. 1895
333 W. J. Averill	Mason	296	1868	4-4-0	16x24"	54" Ex. C. V. #65
						"Fairfax"
						Sc. 1895
334 W. K. Blodgett	Mason	297	1868	4-4-0	16x22"	66" Ex. C. V. #62
						"Richmond"
						Sc. 1895
335 W. A. Haskell	Mason	295	1868	4-4-0	16x22"	66" Ex. C. V. #63
						"Stowe"
						Sc. 1895
336 Not Named	Rhode Island	2985	1894	4-6-0	19x24"	56" Rutland #493
337 Not Named	Rhode Island	2983	1894	4-6-0	19x24"	56" Rutland #491
338 Not Named	Rhode Island	2984	1894	4-6-0	19x24"	56" Rutland #492
339 Not Named	Schenectady	4645	1897	2-8-0 22&34x28"	51"	Rutland #550
340 Not Named	Schenectady	4646	1897	2-8-0 22&34x28"	51"	Rutland #551
341 Not Named	Schenectady	4647	1897	2-8-0 22&34x28"	51"	Rutland #552
342 Not Named	Baldwin	4392	1879	4-6-0	19x24"	51" Rutland #519

With regards to the engines built at the Malone Shops—we know that several new locomotives were constructed in these shops but probably not as many as the list implies. It is not unlikely that O. & L. C. Nos. 1, 7, 12-16, 18, 20, 28 and 31 were rebuilt at these shops from older locomotives. At this late date it is impossible to identify this matter and the records are not clear on this subject.

In 1900 the Central Vermont Ry. Inc., renumbered their locomotives, placing them in groups according to their wheel arrangement and their dimensions. Newer and heavier locomotives have been purchased when the traffic has warranted it. The 2-10-4 freight engines are the heaviest freight engines in New England and the "Mountain" type engines were the first of that type to be regularly assigned to passenger trains.

#### Odd Engines

1 Danforth & Cooke	#1226	1880	4-4-0	10 $\frac{1}{4}$ x16"	42"	33000	Ex. #193	Sc. 1901
2 Danforth & Cooke	1083	1879	2-6-0	12x16"	36"	40000	191	1906
3 Danforth & Cooke	1084	1879	2-6-0	12x16"	36"	40000	192	1902
4 Baldwin	.....	1873	2-6-0	14x18"	42"	.....	12	1906

#### Class A—4-4-0

5 Manchester	89	1866	15x20"	63"	64600	Ex. #164	Sc. 1900	
6 Manchester	60	1865	15x24"	63"	63000	176	1901	
7 St. Albans		1869	16x22"	68"	73200	26	1901	
8 St. Albans		1872	16x24"	57"	72000	65	Sold—1900	
9 St. Albans		1870	16x24"	57"	66600	66	Sc. 1905	
10 St. Albans		1871	16x24"	57"	68500	10	Sold—1900	
11 St. Albans		1871	16x24"	57"	67100	11	Sold—1900	
12 St. Albans		1872	16x24"	57"	68000	62	Sc. 1902	
13 St. Albans		1872	16x24"	57"	68000	64	Sold—1900	
14 St. Albans		1874	16x24"	57"	68000	35	Sc. 1905	
15 St. Albans		1871	16x24"	57"	68500	38	Sold—1900	
16 St. Albans		1870	16x24"	57"	66000	67	Sold—1900	
17 St. Albans		1870	16x24"	57"	66600	72	Sold—1900	
18 St. Albans		1870	16x24"	57"	66600	73	Sold—1900	
19 St. Albans		1870	16x24"	57"	66600	74	Sc. 1904	
20 Manchester		192	1869	16x24"	57"	69000	68	Sold—1900
21 Manchester		193	1869	16x24"	57"	69000	69	Sold—1900
22 Manchester		444	1872	16x24"	57"	69000	167	Sc. 1902
23 Manchester		442	1872	16x24"	57"	69000	169	Sc. 1906
24 Manchester		72	1865	16x24"	63"	70700	56	Sold—1902
25 Manchester		76	1866	16x24"	63"	70700	58	Sc. 1900
26 Manchester		77	1866	16x24"	63"	70700	59	Sold—1900
27 Manchester		81	1866	16x24"	63"	67600	161	Sc. 1900
28 Manchester		85	1866	16x24"	63"	67600	162	Sc. 1900
29 Manchester		90	1866	16x24"	63"	67600	163	Sc. 1900
30 Manchester		240	1870	16x24"	63"	67600	165	Sc. 1906
31 Manchester		441	1872	16x24"	63"	67600	166	Sc. 1902
32 St. Albans			1874	16x24"	63"	68500	175	Sc. 1904
33 St. Albans			1872	16x24"	63"	73100	2	Sc. 1918
34 St. Albans			1872	16x24"	63"	73100	34	Sc. 1901
35 St. Albans			1872	16x24"	63"	73100	4	Sc. 1902
36 St. Albans			1871	16x24"	63"	73100	21	Sc. 1913
37 St. Albans			1875	16x24"	63"	74100	3	Sc. 1918
38 St. Albans			1882	16x24"	63"	74400	48	Sc. 1904
39 St. Albans			1874	16x24"	63"	74100	39	Sc. 1918
40 McKay & Aldus			1865	16x24"	63"	73900	53	Sc. 1902
41 McKay & Aldus			1865	16x24"	63"	73900	55	Sc. 1912
42 Schenectady		828	1871	16x24"	63"	68200	13	Sc. 1907
43 St. Albans			1873	16x24"	68"	69200	16	Sc. 1904
44 St. Albans			1873	16x24"	63"	74000	42	Sc. 1901
45 St. Albans			1873	16x24"	68"	70750	71	Sold—1900



### Class A-0-4-0

			A-16x24"	50"	66000	135	14100		
			B-16x24"	51"	66000	135	13820		
46 Baldwin	8312	1887						Ex. #24	Sc. 1914 (A)
47 Baldwin	8323	1887						63	Sc. 1914 (A)
48 Baldwin	8311	1887						174	Sc. 1914 (A)
49 Schenectady	3515	1891						20	Sc. 1924 (B)

### Class A-4-4-0

50 Schenectady	3594	1892	17x24"	64"	94000	Ex. #30	Sc. 1926		
51 Schenectady	3593	1892	17x24"	64"	94000	31	1923		
52 St. Albans		1887	17½x24"	64"	92200	33	1928		
53 St. Albans		1883	17½x24"	69"	99920	29	Sold	Brattleboro & Whitehall R. R.	1930
54 St. Albans		1884	17½x24"	69"	99920	19	Sc. 1925		
55 Rhode Island	1653	1886	17½x24"	69"	91600	85	Sc. 1921		
56 Rhode Island	1651	1886	17½x24"	69"	91600	86	Sc. 1923		
57 Rhode Island	1652	1886	17½x24"	69"	91600	87	Sc. 1923		
58-99 Vacant									
100 Rhode Island	1448	1884	18x24"	69"	106600	83	Sc. 1923		
101 Rhode Island	1449	1884	18x24"	69"	106600	84	Sc. 1922		
102 Schenectady	3513	1891	18x24"	70"	107000	107	Sc. 1927		
103 Schenectady	3514	1891	18x24"	70"	113900	108	Sc. 1926		
104 Baldwin	11000	1890	19x24"	69"	119300	99	Sc. 1928		
105 Baldwin	11001	1890	19x24"	69"	119300	100	Sc. 1928		
106 Schenectady	3878	1892	18½x24"	70"	103300	129	Reboilered 1921	Class B-3a	
107-108 Vacant									
109 Schenectady	3639	1892	16x22"	61"	66700	109	Sc. 1928	"St. Lawrence"	
110-199 Vacant									

### Class D-4-6-0

			19x24"	55"	115200	160	21400		
200 Baldwin	10242	1889	Ex. #153	Sc. 1928					
201 Baldwin	10236	1889	Ex. 154	Now on Phillipsburg Ry.					
202 Baldwin	10229	1889	Ex. 155	Sc. 1923					

### Class E-4-6-0

			19x24"	57"	121000	93400	160	20650	
203 Rhode Island	2760	1892	Ex. #110	Sc. 1928					
204 Rhode Island	2761	1892	Ex. 111	Sc. 1926					
205 Rhode Island	2726	1892	Ex. 112	Sc. 1927					
206 Rhode Island	2730	1892	Ex. 113	Sc. 1926					
207 Rhode Island	2727	1892	Ex. 114	Sc. 1926					
208 Rhode Island	2762	1892	Ex. 115	Sc. 1925	In 1920 this locomotive was rebuilt to 2-6-0 type	19x24"	57"	110000	

### Class F-4-6-0

			A-19x24"	64"	138400	109900	160	18400	
			B-20x26"	73"	170000	123500	190	23000	
			C-20x28"	69"	190800	141900	200	27600	
209 Schenectady	3722	1892	Ex. 116	Class G-2a	(A)	Rebuilt 1921			
210 Schenectady	3723	1892	Ex. 117	(A)	Rebuilt 1921				
211 Schenectady	29463	1904	Scrap	(B)	Rebuilt 1920				
212 Schenectady	29464	1904	Class I-6c	(B)	Rebuilt 1920				
213 Schenectady	29465	1904	Class I-6c	(B)	Rebuilt 1921				
214 Schenectady	40643	1906	Class I-6c	(B)	Rebuilt 1920				
215 Schenectady	40644	1906	Scrap	(B)	Rebuilt 1920				
216 Schenectady	40645	1906	Scrap	(B)	Rebuilt 1921				

217 Schenectady	40646	1906	Scrap	(B)	Rebuilt 1920
218 Schenectady	55016	1915	Class 1-7a	(C)	
219 Schenectady	55017	1915	Class 1-7a	(C)	
220 Schenectady	55018	1915	Class 1-7a	(C)	
221 Schenectady	55421	1916	Class 1-7a	(C)	
1st 220-224 G. T. R.		1901	20x26" 73"	Built for the C. V., repossessed by and assigned G. T. R. Nos. 969-972 in 1902	

#### Class K-3c—4-6-2

23x28" 73" 217600 141300 195 33630

230-232 Baldwin 37560-37562 1912—Rebuilt 1921

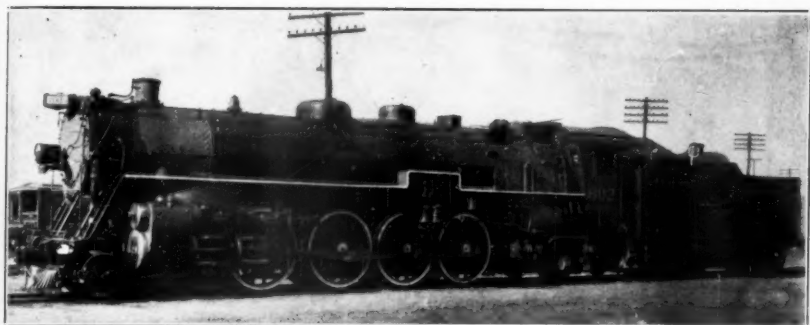
#### Class G—2-6-0

300 St. Albans	1878	17x24"	57"	85000	Ex. # 7	Sc. 1912
301 St. Albans	1879	17x24"	57"	85000	152	Sc.
302 Rhode Island	1206 1882	18x24"	56"	92000	158	Sc.
303 Rhode Island	1205 1882	18x24"	56"	92000	159	Sc.
304 Hinkley	1879	18x24"	57"	?	151	Sc.
305 St. Albans	1879	18x24"	57"	84000	160	Sc.
306 St. Albans	1880	18½x24"	57"	87500	1	Sc. 1902
307 St. Albans	1880	19x24"	57"	89000	6	Sc. 1902
308 St. Albans	1881	19x24"	57"	89000	18	Sc. 1902
309 St. Albans	1880	19x24"	57"	86000	156	Sc.
310 St. Albans	1881	19x24"	57"	86000	157	Sc.
311 St. Albans	1881	19x24"	57"	97800	5	Sc. 1904
312 St. Albans	1882	19x28"	57"	95000	43	Sc. 1912

#### Class H—2-6-0

A—19x26"	58"	110500	91500	160	22000
B—19x26"	58"	118300	98100	160	22000
C—19x26"	58"	117000	98000	140	19250
D—19x26"	58"	121000	105400	170	23400
E—19x26"	58"	123000	106900	160	22000

313 Baldwin	8661	1887	(A)	Ex. # 14	Sc. 1924
314 Baldwin	8660	1887	(A)	17	Sc. 1928
315 Baldwin	8662	1887	(A)	23	Active—1934 Class D-2a
316 Baldwin	8667	1887	(A)	37	Sc. 1927
317 Baldwin	8659	1887	(B)	88	Sc. 1928
318 Baldwin	8656	1887	(B)	89	Sc. 1928
319 Baldwin	8657	1887	(B)	90	Sc. 1927
320 Baldwin	10466	1890	(B)	91	Sc. 1928 Reboiled 1919
321 Baldwin	10467	1890	(B)	92	Sc. 1926 Reboiled 1916
322 Baldwin	10472	1890	(B)	93	Sc. 1926 Reboiled 1920
323 Baldwin	10647	1890	(B)	94	Sc. 1920
324 Baldwin	10639	1890	(B)	95	Sc. 1928 Reboiled 1920
325 Baldwin	10653	1890	(B)	96	Sc. 1920
326 Baldwin	10642	1890	(B)	97	Sc. 1928 Reboiled 1919
327 Baldwin	10648	1890	(B)	98	Sc. 1920
328 Rhode Island	1440	1884	(C)	75	Sc. 1921
329 Rhode Island	1441	1884	(D)	76	Sc. 1923 Reboiled 1900
330 Rhode Island	1442	1884	(D)	77	Sc. 1924 1902
331 Rhode Island	1443	1884	(D)	78	Sc. 1923 1900
332 Rhode Island	1444	1884	(D)	79	Sc. 1923 1901
333 Rhode Island	1445	1884	(D)	80	Sc. 1923 1900
334 Rhode Island	1446	1884	(D)	81	Sc. 1923 1901
335 Rhode Island	1447	1884	(D)	82	Sc. 1923 1902
336-340 Schenectady	4114-4118	1893	(E)	Ex. 130-134	Sc. 1923-1926



C. V. No. 602—Schenectady, 1927. 26x28" 73" 325000.



C. V. No. 701—Schenectady, 1928. 27x32" 60" 419000.

387

390  
39  
39  
39  
39  
39  
39  
39

40  
40

41  
41

42

43

44

45

46

47

48

49

### Class O-9a—0-6-0

20x26" 56" 151900 190 30000

1214-1216 1912

387-389 Lima

### Class K (M-1a) 2-8-0

20x26" 54" 146000 134500 180 ?

390 Baldwin	10987	1890	Ex. #101	Sc. 1928
391 Baldwin	10985	1890	102	Sc. 1928
392 Baldwin	10991	1890	103	Sc. 1925
393 Baldwin	10994	1890	104	Sc. 1927
394 Baldwin	10992	1890	105	Sc. 1927
395 Baldwin	10996	1890	106	Sc. 1928

396 Vacant

397 G. T. R. Montreal #1312 1900 2-6-0 22x26" 63" 167670 Ex. GTR #1394. Purchased in 1917. In service 1934

### Class M-2a—2-8-0

A—22½x32" 57" 195360 172360 180 43500

B— 23x32" 63" 204280 181750 190 43400

400-404 Schenectady	30329-30333	1905 (A) All rbt.	1914-1919	
405-408 Schenectady	30334-30337	1905 (A) All rbt.	1914-1915	Sd CN Rys 1928 #1981-1984
409 Schenectady	40633	1906 (B) All rbt.	1915	Sd CN Rys 1928 2810
410 Schenectady	40634	1906 (A) All rbt.	1915	Sd CN Rys 1928 2811
411-412 Schenectady	40635-40636	1906 (B) All rbt.	1914&1916	Sd CN Rys 1928 2812-2813
413 Schenectady	40637	1906 (A) All rbt.	1915	Sd CN Rys 1928 2814
414-418 Schenectady	40638-40642	1906 (B) All rbt.	1915-1916	Sd CN Rys 1928 2815-2819

### Class M-3a—2-8-0

24x32" 57" 217720 189430 180 49500

420-425 Schenectady 55913-55918 1916 Re 450-455 2-1923

### Class M-5a—2-8-0

24x32" 63" 231500 203000 200 49750 64150(b)

460-475 Schenectady 65293-65308 1923

Nos. 461, 463-465, 469 and 473 equipped with Bethlehem auxiliary locomotives

### Class P-1a—0-8-0

22x28" 51" 208000 200 45200

500-507 Schenectady 65309-65316 1923. Nos. 502-503, 506-507 exchanged with C. N. Rys. for three of the new Q-5a diesel-electric switchers. 12-1941. C. N. Rys. 8417-8419

### Class U-1a—4-8-2

26x28" 73" 325000 215500 200 44000

600-603 Schenectady 67335-67338 1927

### Class T-3a—2-10-4

27x32" 60" 419000 285000 250 76800 89900(booster)

700-707 Schenectady 67671-67678 1928

708-709 Schenectady 67767-67768 1928

Engines 400-418, as built were cross compounds 22½ & 35x32", 210# pressure. From 1914-1917 all were rebuilt to 22½x32", superheated, 180# pressure. Subsequently, Nos. 409-418 had pressure raised to 190#. Nos. 409, 411-412, 414-418 were given 23x32" cylinders.

Since the Grand Trunk acquired control of the C. V., engines from both the G. T. R. and C. N. Rys. have been leased temporarily for service on the C. V. and in some instances were relettered and numbered in the C. V. series. A case in point is C. V. #233, one of the Baldwin 4-6-2 types, assigned to the C. V., relettered and numbered in the C. V. series and subsequently returned to the G. T. R.

## New London Northern R. R.

BY CHAS. E. FISHER

New London, Connecticut, was the last city in that state, located on Long Island Sound to be connected with a railroad. She saw the western cities—Hartford and New Haven connected with New York. She saw the lines dipping down from Boston, the Boston and Providence and Providence and Stonington roads. Lastly, the Norwich & Worcester R. R. came down through the eastern portion of the state, but none of these roads served New London. New London intended to have what she wanted and, in 1847, the General Assembly of the State of Connecticut chartered the New London, Willimantic & Springfield R. R.

New London was in the same class as New Bedford and Nantucket—in the whaling industry. Her ships sailed the seven seas and brought money to their owners. By the mid forties, these fleet owners, wishing to spread the risk of their investment decided to embark in the venture of transportation on land.

The leader of this enterprise was Thomas W. Williams, born Sept. 28, 1789. Educated at Plainfield, Connecticut, he received his mercantile training in New York, Russia and England. He came to New London in 1818 and was the pioneer in reviving the whaling industry after the War of 1812. The partnership of Williams & Haven were large fleet owners. He served two terms as a member of Congress 1839-1843, was the promoter and staunchest supporter of the N. L. W. & S. R. R. to the time of his death in 1874. One could almost say with truth—he was the railroad.

Joseph Lawrence, born in Venice, Italy, January 12, 1788, left Italy and settled in Baltimore. He commanded a vessel in the East India and China trade, settled in Savannah until 1819 and then came to New London. Here he became engaged in the whaling, sealing and general marine business, at one time owning fifteen ships. In partnership with others, he established the Whaling Bank in 1833 that still serves its clientele.

Andrew Miner Frink, a native son of New London, born June 29, 1793, interested in shipping and a fleet owner. He was Mayor of New London from 1843 to 1845, a Director of the N. L. W. & S. for many years and passed away on June 19, 1867.

Acors Barns, born at Westerly, R. I., May 18, 1794, came to New London and entered the employ of Thomas W. Williams. He rose to be ship captain and was a partner with Thomas W. Williams, 2nd. He was interested in the coasting trade and, in 1844 was the owner of one of the first propeller ships plying between New London and New York. He was a corporator of the N. L. W. & S. R. R. and remained a Director until 1855. He helped organize the Bank of Commerce in New London, was elected its first president and remained in that office until his death.

Andrew Clark Lippitt, born in Warwick, R. I., May 21, 1812, graduated from Amherst College in 1837. Coming to New London he became a leader of the bar and, in 1844, represented the town in the General

Assembly. His was the duty of managing the legal details and securing the charter of the road. From 1850 to 1858 he was Mayor of New London. He passed away on August 8, 1884.

These were the incorporators of the New London, Willimantic & Springfield R. R.

The charter granted by the State of Connecticut, authorized the incorporators to build a railroad from New London, up the west bank of the Thames River and the valleys of the Yantic, Shetucket and Willimantic Rivers to the state line where they were to connect with a Massachusetts corporation—the New London, Willimantic & Palmer R. R., incorporated in that state in 1848 to build from Palmer, on the Western R. R. to connect with the Connecticut company near the premises of one Cyrus Dunbar.

No group of men worked harder to launch this enterprise. James N. Palmer was engaged to survey the route and his report was accepted on June 24, 1848. Grading and construction of the road commenced that summer, but, the payments on the stock subscriptions came in slowly and there was much to be done, most of it done by Thomas W. Williams. In the meantime, permission having been granted, on January 17, 1849, the stockholders of the N. L. W. & S. and the N. L. W. & P. roads voted to merge, adopting the name of the latter. The capital stock was set at \$500,000.00.

It was not until September 23rd or 24th, 1850, that this 66 mile road was opened to Palmer and the following month the Board scheduled the running of one through passenger and one through freight train each way daily with a mixed train between Stafford Springs and New London, daily.

Perhaps we can recount the history of this road better in retrospect rather than a recitation of events. There is no question but that the incorporators were captivated by the charm and persuasion of James N. Palmer, Engineer. His report, based on the experiences of the Norwich & Worcester, Housatonic and Hartford & New Haven companies was convincing and his estimates of earnings and costs of operation did not seem too optimistic. The Corporators held frequent meetings which were well attended. They had invested in a project to serve central eastern Connecticut seeking the support of others and believed that the venture would serve that section and would be a source of profit to the owners. In their own field they had accumulated fortunes but now they had embarked upon an undertaking that was outside of their own experience.

James N. Palmer, the Engineer, in his Report of 1847, assumed that the road would serve both Palmer and Springfield. The road never reached the latter point. Furthermore, the Engineer made no allowance for depreciation for the first year of his estimate. The reports of President Williams contained much detail and many observations that would support faith in the enterprise but they lacked vital statistics of operation with which modern reports are replete. No inventory of the physical property was published until 1860.

Instead of gross earnings of \$159,319 the first year, as estimated by James N. Palmer, the unfinished railroad earned but \$66,460. Combine

these with the earnings of the second year, making a total of \$168,515.00 for the years 1849-51. In none of the succeeding years did the gross earnings even approximate the estimate, while the costs of operation exceeded the estimates resulting in net earnings far below the forecast.

President Williams worked hard and persistently to build up the property and strengthen it financially. Tired and worn out, in 1852 he resigned and went to Europe. His successor, Gordon Lester Ford attacked the problem with vigor. He effected a connection with the Norwich & Worcester R. R. at Norwich, which was a benefit to his road. He also arranged to operate the Amherst & Belchertown R. R.; keeping down his costs he was able to show a nominal net profit after payment of interest for the years 1854 and 1855.

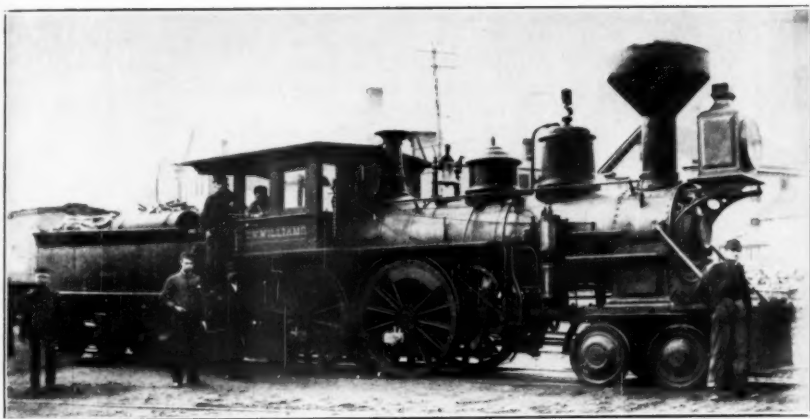
Although the records show no dissension in the Board of Directors, eight including President Ford resigned in 1855. His going was a great loss. In the meantime, Mr. Thomas W. Williams had returned from Europe and was persuaded to accept the presidency. Of the original directors at the start of this enterprise, none remained.

In 1853 Mr. Edward Crane of Dorchester, Massachusetts was elected a director. As a railroad builder he had had wide experience. His father, Jonathan Crane of Schenectady, N. Y., had aided in the construction of the Hartford & New Haven, the Providence & Stonington, the Boston & Providence and Boston & Maine roads. It was at his suggestion that the Board petitioned the General Assembly of the state at its next session (1856) for authority to lease or sell any portion of the road to any connecting road or to any road within the state. It was Mr. Crane's hope to use the mileage between Norwich and New London as an integral part of a through line between Boston and New York. The roads to the west would be the Shore Line and New York & New Haven and to the east the interested roads were the Norwich & Worcester; Hartford, Providence & Fishkill and Boston & New York Central Railroads.

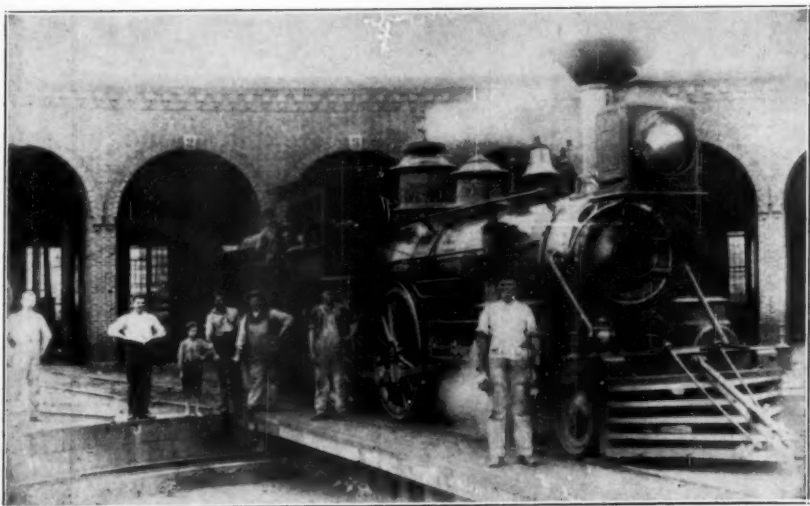
The bondholders would not permit the dismemberment of the road and the scheme came to naught. It is doubtful if it would have saved the little road anyway. In 1856, as provided under the terms of the indenture, the management sought to defer interest payment on its bonds. A further decline in business in 1857, was followed by the panic of that year and on January 5th, 1859, the President was authorized to deliver the road to the Trustees.

The road did not give up without a struggle. In addition to the troubles already outlined, perhaps the chief one was the willingness of people to subscribe to the stock but their unwillingness to meet the payments. The Board was seriously embarrassed several times for lack of funds and this caused them to mortgage the road with a bond issue of \$500,000. 7s in 1849 and in less than a year another issue of 6s to the amount of \$300,000. The capital structure, together with the other difficulties plus the panic of 1857 shipwrecked the enterprise of these former mariners but no group of men worked harder to keep this enterprise afloat.

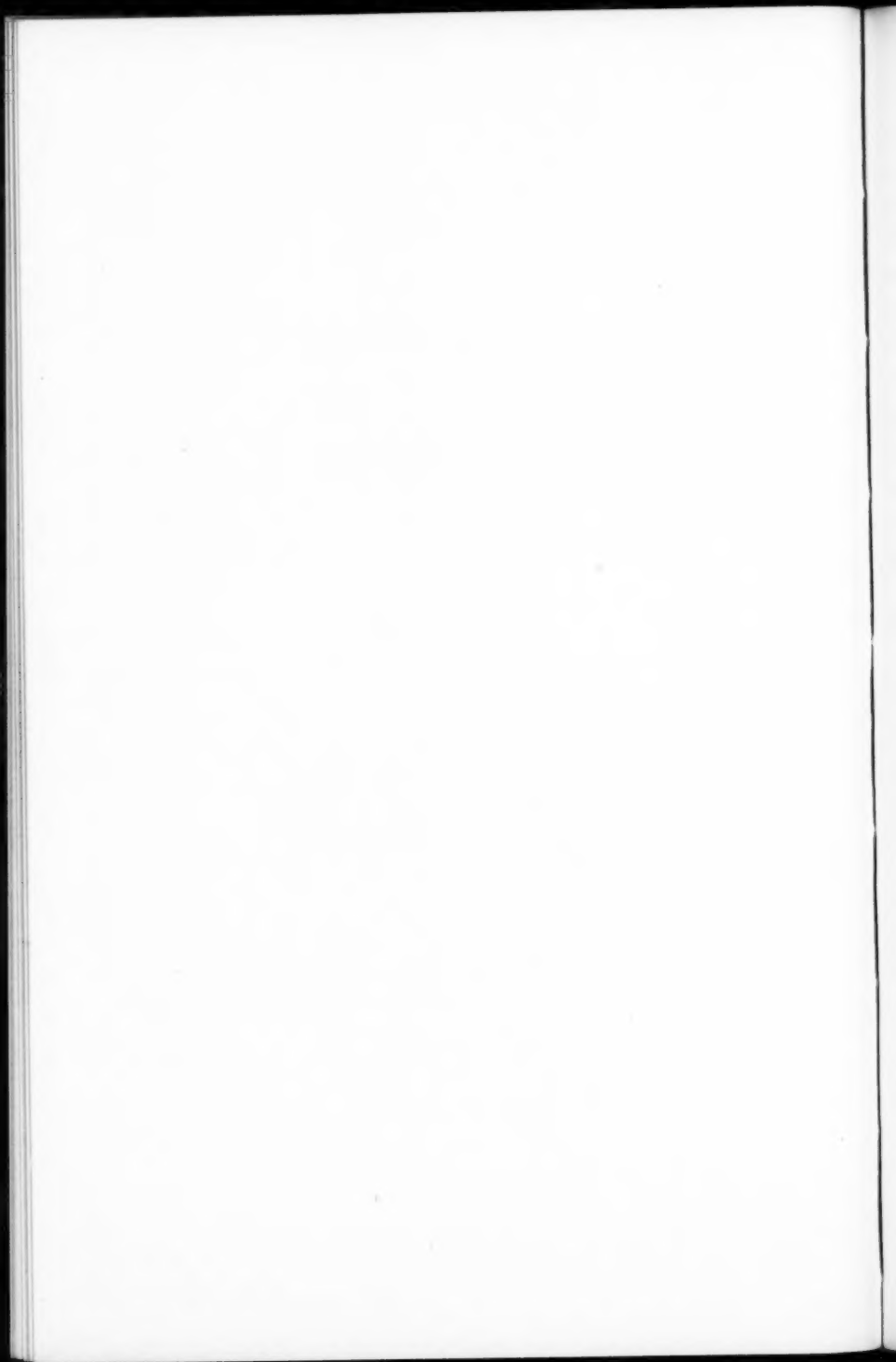




N. L. N. "T. W. Williams"—Taunton, 1849. 15x20" 54"



N. L. N. "A. M. Russell"—Manchester, 1866. 16x24" 63" 64000



The story of the last decade can be told briefly. In 1860 the New London Northern R. R. succeeded the former New London, Willimantic & Palmer R. R. The capital structure was altered to suit conditions and money was spent in the purchase of new motive power to relieve the half dozen overworked locomotives, new equipment and improving the road. On February 8th, 1864, the road acquired control of the Amherst, Belchertown & Palmer R. R. and by 1867 had finished the construction to Grout's Corners (Millers Falls). This connection enabled them to connect with the Vermont & Massachusetts extending at that time to both Brattleboro, Vermont and Greenfield, Massachusetts.

Matters were a bit war-like in the Connecticut River valley. Mr. D. L. Harris of the Connecticut River R. R. wanted to extend his road northwards. The Rutland, not entirely pleased with their outlet to Boston via the Cheshire-Fitchburg route was only too glad to favor an outlet to Long Island Sound and, we may rest assured, the Trustees of the Vermont Central were not neglecting their own interests. The initiative was taken by the Rutland when they acquired, in 1870, that portion of the Vermont & Massachusetts between Brattleboro and Millers Falls. A year later the expansion program of the Central Vermont brought both the Rutland and New London Northern roads under their control, the N. L. N. being leased to J. Gregory Smith and Washington C. Smith of St. Albans and Benj. P. Cheney of Boston, with the understanding it might be transferred to the trustees or managers of the Vermont Central but to no other party. Since this date the road has formed an integral part of the Central Vermont, its chief role being the connecting link by means of its steamships in handling the freight business to and from New York City.

In closing, the author cannot help but acknowledge the assistance given in the preparation of this paper from our member—Mr. Charles G. Woodward. It was his hope that Mr. Woodward, who is far better qualified than himself, would undertake this chapter. Extra duties caused by this conflict prevented Mr. Woodward from completing his assignment but some time, when the clouds of war have rolled by, perhaps Mr. Woodward will favor us with an article on this road. A recently published book on the New London, Willimantic & Palmer R. R., of which Mr. Woodward is the author, has been drawn on heavily for the statements made in this article.

#### NEW LONDON NORTHERN R. R. LOCOMOTIVES

The New London, Willimantic & Palmer R. R., built the 66 miles of road between New London, Connecticut and Palmer, Massachusetts. Financial troubles in 1859 caused a receivership and a reorganization that became the New London Northern R. R. In 1864 the road acquired the Amherst, Belchertown & Palmer R. R., extending from Palmer to Amherst, Massachusetts, the history of which is recorded in our Bulletin #47. The line was extended to Grout's Corners (now Miller's Falls) and, in 1871 the N. L. N. leased that portion of the Ware River R. R. completed between Palmer and Gilbertville, a distance of 16 miles.

Finally, in December of 1871, the road was leased to J. Gregory Smith and Washington C. Smith of St. Albans, Vt., and Benj. P. Cheney of Boston, with the understanding that the same might be transferred to the trustees or managers of the Central Vermont R. R. Co., upon proper security, but to no other party. On May 1, 1880, the Vermont & Massachusetts R. R. sold their 21 mile line between Miller's Falls, Mass. and Brattleboro, Vt. to the New London Northern R. R., thus giving the Central Vermont a through line from Montreal to Long Island Sound, an important link in that differential freight line to New York City.

Upon acquiring control of the N. L. N., the Vermont Central assigned their locomotives in the 150 series and those that still survived were again renumbered in 1900.

N. L. N.

Amherst	Taunton	93	2-6-1852	4-4-0	16x20"	54"	
Sold—Amherst & Belchertown R. R.							
Ontalaunee	E. A. G. Young		?	See Note			
1 New London	Taunton	39	10-29-1849	4-4-0	14x18"	60"	Sold—1875
1 W. H. Barnes	Hinkley	—	1879	2-6-0	18x24"	57"	
	C. V. #151-304						
2 Stafford	Taunton	41	11-5-1849	4-4-0	14x18"	66"	Expl.—1878
2 Brattleboro	C. V. Ry.		1879	2-6-0	17x24"	57"	
	C. V. #152-301						
3 Willimantic	Taunton	42	11-20-1849	4-4-0	15x20"	54"	Rbt. & Renamed
T. W. Williams	Taunton		7-1856				Scrap—1890
3 Not Named	Baldwin	10242	1889	4-6-0	19x24"	54"	
	Ex. C. V. #220.	C. V. #153-200.	Trans. in 1890				
4 Chicopee	Taunton	53	6-25-1850	4-4-0	15x20"	54"	Scrap—1890
4 Not Named	Baldwin	10236	1889	4-6-0	19x24"	54"	
	Ex. C. V. #222.	C. V. #154-201.	Trans. in 1890				
5 Monson	Hinkley & Dr.	296	3-4-1851	4-4-0	16x20"	54"	Scrap—1890
5 Not Named	Baldwin	10229	1889	4-6-0	19x24"	54"	
	Ex. C. V. #250.	C. V. #155-202.	Trans. in 1890				
6 Thames	Manchester	44	1857	4-4-0	15x22"	60"	
Rebuilt	Hinkley		1879	4-4-0	15x22"	63"	
	Re N. L. N. 23—C. V. 173—Sc. 1891						
7 Montague	Manchester	60	3-13-1865	4-4-0	15x24"	60"	
	Re N. L. N. 26—C. V. 176-6—Sc. 1901						
8 Canada	Manchester	81	8-1-1866	4-4-0	16x24"	60"	Renamed
Block Island	Re N. L. N. 11—C. V. 161-27						
9 Vermont	Souther		1852	4-4-0	15x20"	54"	Renamed "Ware"
From A. B. & P.	R. R. Renamed "Ware" when used on Ware River R. R.						Renamed
F. H. Prescott	Rebuilt		1870				
10 A. N. Ramsdell	Manchester	85	12-4-1866	4-4-0	16x24"	60"	
	Re N. L. N. 12—C. V. 162-28—Sc. 1900						
11 Amherst	G. S. Griggs		1847	4-4-0			Ex. B. & P. "Blackstone"
Rebuilt by Blanchard & Kimball for Amherst & Belchertown R. R.							
11 Montville	C. V. Ry.		1879	2-6-0	18x24"	57"	
	Re N. L. N. 10—C. V. 160-305						
12 Palmer	Rogers	170	3-5-1849	4-4-0	13x20"	60"	
	Ex. Shore Line R. R. "Madison"—N. H. 1st #38						
12 Palmer	Rhode Island	1205	1892	2-6-0	18x24"	56"	
	Re N. L. N. 9—C. V. 159-303						
13 Norwich	Manchester	90	1-14-1867	4-4-0	16x24"	60"	
	C. V. #163-29—Sc. 1900						

14 W. P. Haven	Manchester	89	9-17-1866	4-4-0	15x20"	60"
	C. V. #164-5—Sc. 1900					
15 W. W. Billings	Manchester	240	7- 7-1870	4-4-0	16x24"	60"
	C. V. #165-30					
16 Willimantic	Manchester	441	5- 8-1872	4-4-0	16x24"	54"
	C. V. #166-31					
17 I. W. Dow	Manchester	442	6- 6-1872	4-4-0	16x24"	54"
	C. V. #167-23					
18 Robert Coit	Manchester	443	8-24-1872	4-4-0	16x24"	54"
	C. V. #168—Sc. 1895					
19 Chas. Osgood	Manchester	444	11- 1-1872	4-4-0	16x24"	54"
	C. V. #169-22					
20 Benj. Stark	Manchester	445	7-29-1872	4-4-0	15x22"	66"
	C. V. #170—Sc. 1899					
21 C. F. Davenport	Manchester	446	12-12-1872	4-4-0	16x24"	54"
	C. V. #171—Rutland #79					
22 Konomac	Manchester	724	7-16-1875	0-4-0	15x22"	48"
	C. V. #172—Sc. 1899					
23 Yantic	Rhode Island	1206	1882	2-6-0	18x24"	56"
	Re N. L. N. 8—C. V. 158-302					
24 Nameaug	Baldwin	8311	1878	0-4-0	16x24"	50"
	C. V. #174-48					
25 Stafford	C. V. Ry.		1881	2-6-0	19x24"	57"
	C. V. #157-310					
26 Amherst	C. V. Ry.		1880	2-6-0	19x24"	57"
	Re N. L. N. 6—C. V. 156-309					
J. R. Langdon	C. V. Ry.		1874	4-4-0	16x24"	63"
	Re N. L. N. 25—C. V. 173-30					

The N. L. N. locomotives carried their own numbers until June, 1891. However, some time between Dec. 1890 and June of the year following, the road renumbered ten of their locomotives as indicated but this series was almost immediately abandoned in favor of the C. V. series which was adopted between August 1891 and April 1892.

The following C. V. engines were placed on the N. L. N. between 1887 and 1890.

N. L. N. #11 "Montville" formerly C. V. #11 "D. D. Ranlett"	
#25 "Stafford" formerly	#23 "W. H. Dubois"
#26 "Amherst" formerly	#17 "S. L. Woodford"
"J. R. Langdon" formerly	#25 "J. R. Langdon"

The three 4-6-0 engines from the O. & L. C. were returned to the C. V. and almost immediately transferred to the N. L. N.

One thing more and that is with reference to the locomotive "Ontalaunee." The general impression seems to be that this locomotive came from the Philadelphia & Reading R. R. Photographs of the N. L. W. & P. locomotive of this name indicate the locomotive was built by E. A. G. Young of New Castle, Del. and rosters of the P & R indicate a locomotive built by this firm in service on that road. Were it not for the fact that the Reading rosters list this locomotive in service on their road as late as 1861 and that it was scrapped prior to 1865, this theory might be accepted. Mr. Young built two engines for the Boston & Providence R. R. and it would not be impossible for Mr. Griggs to have sold them since he was building his own engines in his shops and discarding all of the light early engines.

### BRATTLEBORO & WHITEHALL R. R.

The three narrow gauge engines on this road were as follows:

1 J. L. Martin	Cooke	1226	1880	2-4-0	10 $\frac{3}{4}$ x16"	42"	C. V.	#193-1
2 Brattleboro	Cooke	1083	1879	2-6-0	12x16"	36"		#191-2
3 Londonderry	Cooke	1084	1879	2-6-0	12x16"	36"		#192-3

The B & W numbers are given in the Cooke records but the road may have numbered them in order of their receipt. At some time the "J. L. Martin" was rebuilt to a 4-4-0. All burned wood as late as 1890 and the "Martin" was not scrapped until 1901.

## The Rutland Railroad

BY DAVID W. SARGENT, JR.

---

The first fifty years of Vermont's railroad history has been essentially that of development of two rival systems, each trying to preserve its independence and control the through traffic between the Great Lakes and Atlantic ports. Thus, the career of the Rutland until the turn of the century is intertwined with that of the Central Vermont and its predecessor, the Vermont Central. Today these two systems, while not competing for local traffic or for interstate freight consigned to or from points on their respective lines, still fight for the "through" freight shipments. A study of the Rutland's early growth is not only interesting in itself, but is indicative of the struggle for control of traffic and the general trend toward consolidation in American railroading.

Treasurer Josiah Quincy, Jr., of the Vermont Central Railroad, wrote in 1851 that "the continuous line of railways from the waters of Lake Ontario at Ogdensburgh and of the St. Lawrence at Montreal to tidewater at Boston and New York is finished, and distant nations are united in the bonds of common interest and intercourse." Although the above statement professes pious interest in the physical accomplishment of uniting the two nations, the primary interest of those early railroad pioneers was in reaping the hoped-for profits. Indeed, they seemed to think that the traffic flowing via Vermont lines between the now united distant sections would prove to be a "horn of plenty." To control and grow fat on this tempting but so inadequate "horn" was the aim of the Vermont railway builders. With this idea in mind, the rivals developed their network of rails.

As early as 1835 Vermonters were aware of the possibilities of railroads. Speedy, cheap transportation would stimulate agriculture and industry. During that period Vermont was experiencing a wave of emigration; thousands of its native sons were moving westward, impelled by restlessness and reports of better land. It was hoped by local authorities that by giving closer contact and cheaper transportation to eastern centers, the railroads would discourage the emigration. The railways did foster marble, slate and lumber production and lower costs of moving farm products to market, but they also increased the thing they were supposed to prevent. They deliberately advertised cheap rates to the West and thus speeded up the westward movement. Influenced by these conditions, the Legislature chartered the *Rutland & Connecticut River Railroad*. According to the charter, a road was to be operated "from some suitable place in Rutland in the direction of Ludlow and Cavendish, to such point on the West bank of the Connecticut River as shall be deemed expedient by the corporation." For several years, however, progress was limited to surveys of a possible route. As late as 1843 Vermont still had no railroad connection with the outside world. On December 5th of that year a railroad convention was held in Brattleboro

which advocated the extension of the Boston and Fitchburg Railroad to that city. Early in 1844, Montpelier, the state capital, sponsored a railroad convention. A committee was authorized to survey a route from Lake Champlain to the Connecticut River via the Winoski and White Rivers as soon as necessary funds could be raised. At that meeting there seems to have been considerable verbal controversy over the selection of the better route from Vermont to Boston. The two proposed routes proved to be those used by the Rutland and the Vermont Central.

The Rutland covers the western portion of Vermont from Bennington to Alburgh. The Chatham Division gives southern connections with New York and the Ogdensburgh branch enables the road to bid for western freight on a "differential route." With its Rutland-Bellows Falls Division passing over the hump of the Green Mountains, it obtains valuable connections to the eastern part of New England. The Vermont Central (now the Central Vermont) follows the Connecticut River from Windsor to White River Junction, its southern interchange point, then turns diagonally towards the Northwest corner of the state, following the river beds and crossing the mountains. At Alburgh and Burlington it connects with the Rutland and both lines have connections into Montreal via the Canadian National Railways, owner of the Central Vermont.

The early history of these two lines shows a struggle to develop into their present positions and to thwart the ambitions of the other. The time of building the two roads was nearly simultaneous. Once construction started, the race was on, and the Vermont railroad problem began.

The Vermont Legislature legally officiated at the birth of the future Rutland by chartering the *Champlain & Connecticut River Railroad* on November 6, 1843. Construction did not actually start until January 28, 1847, and in the same year the charter was modified and the name changed by the Legislature to the *Rutland & Burlington Railroad*. From Bellows Falls to Burlington construction was rapid and in the summer of 1849 passengers were being carried on parts of the line. Honors, nevertheless, for running the first passenger service go to the Vermont Central, for it operated a train from White River Junction to Bethel on June 26, 1848. Rivalry with the Vermont Central was intense, particularly as to which line would reach Burlington first with a train from Boston. The Rutland won by two weeks, opening its entire line on December 18, 1849. The ceremony celebrating this auspicious event was a momentous occasion. Trains from Burlington and Boston met on the top of Mount Holly, where the last spike was driven. Salt water from Boston harbor was mingled with a sample of fresh water from Lake Champlain, and thus the new road was christened. Now that the 120 miles of construction was completed, the worries were just beginning.

From the day the road was opened, it was saddled with a heavy financial burden. In order to attract the needed capital, it was necessary to promise high rates of interest. In the Annual Report for 1849 is a comment on the monetary embarrassment and distress of the time:



"Capital commanded rates of interest hitherto unknown, and the time during which the borrower has been placed at the mercy of the lender has been protracted to a degree unparalleled in the business history of New England for the last forty years."

By 1850 the construction costs for the 120 miles had been estimated to be about three million dollars. A year later the total expenditures including equipment costs mounted to \$4,343,000. A first mortgage on the property was issued Feb. 1, 1851, and a second mortgage Aug. 1, 1853.

"These facts tell us that the first construction work was paid for by the sale of stock of the Rutland & Burlington R. R. Co. and perhaps money contributed by the communities along the line of the road, and later money from the mortgages furnished funds for its completion." (Letter from H. G. Smith to the author—Feb. 23, 1939.)

No records have been found mentioning the actual interest rates paid, but at a conservative estimate of 6%, the road would have to earn at least \$250,000. per year above running expenses to meet interest requirements on the debt, not to mention the amortization. Only in one year, 1853, was this figure passed when net earnings were \$266,000. In this relatively prosperous year the road was assigned to trustees of the second mortgage holders because of financial difficulties.

Prof. Baker has admirably summarized the situation in his book when he states:

"The road had been built partly with an eye to local traffic but even more with an eye towards the well-known 'lakes-to-Boston' traffic which seemed to dazzle all concerned with the early New England roads. This traffic, hardly enough to have supported one route under the low rates in existence, never came up to the great expectations held for it. The Rutland and Burlington expected to form a through route to Boston via the Northern (New York) Railroad and the Vermont and Canada (which by its charter was ordered to connect at Burlington with the Rutland and Burlington as well as at Essex Junction with the Vermont Central.) To the southeast the Cheshire and Fitchburg Railroads would continue the line to Boston. The greatest trouble at first was to get the Vermont and Canada to build the connection which was not done until 1860. The road endeavored to get around this handicap of having no connection with the Vermont and Canada by using boats from Burlington to Rouses Point, and in the year 1853 as many as 22,000 tons of freight were sent down over the Rutland and Burlington from the boat connection."

Indeed, the struggle of the Rutland and Burlington for traffic and prosperity was long and somewhat hopeless. In 1853, trustees representing the mortgage holders were appointed, but even this measure was no help in the face of an unexpected blow. Late in 1854 the Northern R. R. of New York entered into a contract with the Vermont Central and Northern R. R. of New Hampshire under which traffic coming from Ogdensburg would not be delivered to the Rutland's boats on the same basis as to the Vermont Central. This served to squeeze nearly dry this source of freight and forced the Rutland to seek other western connections. Accordingly, the management sought working agreements with lines running west from Rutland to Troy and Saratoga. Formal ar-

rangements were made with the Rensselaer and Saratoga and the Rutland and Washington, running to Troy. This route proved popular for western passenger and freight transportation, but it was not very advantageous. In making these connections only the Bellows Falls-Rutland division was used, and this section was the most expensive to operate.

Not satisfied with the road's position, the trustees sought expansion southward, down the Connecticut Valley. In 1865 the Vermont Valley Railroad, extending from Bellows Falls to Brattleboro, was leased. Another step southward into Massachusetts was taken in 1870, when a branch of the Vermont and Massachusetts Railroad was leased. While this expansion policy was carried on, the trustees of the second mortgage undertook foreclosure proceedings in 1867. The property was turned over in March of that year to the Rutland Railroad Company, which had been chartered for that purpose. 40,000 shares of preferred stock with a par value of \$4,000,000; were issued to first mortgage bond holders of the Rutland and Burlington, while 20,000 shares of common stock, par value \$2,000,000; were given to the second mortgage holders.

Governor Page of Vermont, the foremost trustee, was not content to let the Rutland stop with its southern connections and the partially inadequate arrangements for western routing. He wanted to put the Rutland back into the fight for Ogdensburg and Canadian traffic and this he did in a very definite manner. Somehow the Rutland succeeded in re-establishing joint traffic relations with the Ogdensburg and Lake Champlain Railroad, successor to the Northern R. R. The steamer "Oakes Ames" was built to carry freight cars from Burlington across the lake to Plattsburg. From here, the Plattsburg and Montreal Railroad, controlled by Rutland interests, made northern connections with the O. & L. C. R. R. and Montreal. Since winter ice would block the steamer, the next move was to develop an all-rail route. Stock control of the proposed Addison Railroad was acquired in 1870, and this 14 mile branch was built from Leicester Junction, Vt. to Addison Junction, N. Y., across the narrows of Lake Champlain. Necessary tracks were to be built and leased to permit connections with the already leased Plattsburg and Montreal R. R. Naturally the Vermont Central was alarmed at this development and to forestall the Rutland plans, the V. C. extended a very liberal offer to the O. & L. C., which it leased in 1870.

By 1870 the Rutland had succeeded in extending its system to procure a larger share of the Canadian and western business and would soon have contacts to the south giving it entry into New York City. Even with full control of the O. & L. C., the Vermont Central did not enjoy the outlook. The amount of through Canadian and western traffic had not reached expectations. Vermont agricultural production was at a low ebb and the actions of the Rutland boded no good to the Vermont Central.

On December 30, 1870, it was known that the Rutland and all its controlled roads had been leased to the Vermont Central for 20 years. The rental for the Rutland proper was \$376,000 per year, to be paid in semi-annual installments, and the individual rentals of the Rutland's

lessors were to be paid by the Vermont Central. Just why was the Rutland absorbed at a fancy rental? The Vermont Central charged that the Rutland directors had persuaded them to make the lease by misrepresenting the earning power of the road. Rutland officials, however, swore in legal testimony that one of the directors of the Vermont Central had first proposed that his road take over the Rutland. Since the annual report of the Rutland for 1869 was in public circulation, it seems certain that the Vermont Central could not have stepped into the deal with its eyes closed. In the light of preceding events it is no exaggeration to say that the Rutland's expansionist policy scared the Vermont Central into protecting its western business and Canadian interests by leasing its competitor. Quite probably the Rutland directors had this very idea in mind.

The previous earnings record of the Rutland had not been very encouraging. Although figures in the early Annual Reports are scanty, they do show the actual gross income and the net earnings (before interest was paid).

#### Gross Income and Net Earnings of Rutland R. R.

Year	Gross Income	Net Earnings
1851	\$222,351	\$142,609
1852	324,790	165,339
1853	495,397	266,539
1854	Not Given	Not Given
1855	639,832	117,942
1856	496,440	49,510
1857	382,624	75,720
1858	332,341	41,813
1859	354,288	81,561
1860	334,367	54,477
1861	311,183	38,191
1862	322,928	61,279
1863	423,027	112,163
1864	620,895	Not Given
1865	727,538	Not Given
1866	787,434	Not Given
1867	823,786	Not Given
1868	810,448	Not Given
1869	874,855	187,329
1870	900,749	Not Given

The above figures show several things. The hoped-for lakes-to-Boston traffic was not sufficient in volume or receipts to give the Rutland an adequate net income. Income and earnings fared badly in the depression of 1857. The Civil War, westward expansion of the nation and the road's own physical expansion served to nearly triple income, but rising expenses did not permit a large increase in net earnings. Freight moved in 1868 amounted to only 222,484 tons and in 1869 to only 239,067 tons. Certainly the only plausible excuse for the lease of the Rutland by the Vermont Central was the fear that the continued expansion of the former would seriously impair the latter's western and Canadian business.

For the next twenty-five years the Rutland existed as part of a larger system. Meanwhile, although the Vermont Central had taken over its largest competitor, its financial position was extremely precarious. In 1873 the Central Vermont Railroad was formed to succeed to the properties of the Vermont Central and kept the Rutland lease. The next year both the Rutland and the Ogdensburg lines proposed the abandonment of their leases and offered a plan of consolidation of the two roads. Nothing was accomplished. Rental payments fell far behind and the Rutland asked to have its property returned. The fact that \$281,000 was overdue to the Rutland in 1875 made it quite evident that either the Central Vermont would have to give up the lease entirely or make new arrangements.

To pacify the Rutland and to abrogate the unwise policy of an exorbitant rental, a new plan was arranged in February, 1875. Under this plan the gross earnings of the Central Vermont, the Rutland and the Addison were lumped together and 36¼% of this total was credited to the Rutland and Addison account. Then, the Central Vermont kept three quarters of this 36¼% as payment for operating the Rutland and Addison.

Annual Reports state that from 1876 to 1888 a rental of \$240,000 per year was paid into the Rutland treasury. The Central Vermont's operation of the Rutland was not entirely satisfactory, as evidenced by the following remarks:

"The conduct of the lessees in operation of your road has not escaped attention. It appears that traffic legitimately belonging to this road is diverted therefrom and in some cases is driven off by discrimination in rates or accommodations."

Records as to total income and volume of business are not given in the Annual Reports of the road during this period. Evidently, in 1884 cash was not overly abundant, since a small amount of dividends was paid in script. But, in 1886, the following statement sounds optimistic:

"Improvement in affairs and this is shown by the confidence of the public in our securities."

During the early '80's a group headed by P. W. Clement of Rutland had gradually purchased Rutland Railroad stock and acquired control of the road. This stock was sold in 1887 to the Delaware & Hudson Railroad and a plan was formulated for taking the Rutland into the D & H system when the C. V. lease expired. However, upon the death of one of the sponsors, the plan was abandoned. When the C. V. lease did expire in 1890, a new lease to run for 999 years was executed. (Earlier in 1890 a lease had actually been arranged with the D & H to take effect upon the expiration of the C. V. lease. Apparently the motive behind this move was to insure the renewal of the C. V. lease and upon better terms.) A rental of \$345,000 per year was to be paid by the Central Vermont and this amount was increased \$25,000 a year as new equipment and other permanent improvements were made by the Rutland management during the next three years. As a precautionary measure, the Rutland interests insisted that the rent be paid monthly in

gold. A \$3,500,000 mortgage was put on the Rutland to pay off two previous mortgages and to pay for new equipment.

On March 20, 1896, the Central Vermont was forced into receivership. All the rent installments had been promptly paid until the receivership was ordered. The C. V. had no money available for further payments so the court ordered the Rutland officers to take possession of their road on May 7, 1896. This was done and the Rutland was now free to pursue its own policies.

Once liberated from Central Vermont domination, the Rutland's first problem was to put its property in better operating condition, and then to increase its traffic. As the 1897 Annual Report states:

"The road had been so long merged with the Central Vermont system that it was comparatively unknown. It had no through business; no operating force. Physical facilities were pretty bad. No traffic reports for previous years were available with which to make comparisons."

The rehabilitation and upbuilding of the second Rutland system was undertaken when P. W. Clement, President of the road, was able to buy back control from the Delaware & Hudson. In order to bid for the western and Canadian traffic, physical expansion was mandatory and was immediately begun. In January, 1899, the Rutland purchased all the outstanding debt of the Ogdensburg & Lake Champlain R. R. and assumed management. The Ogdensburg Transit Co., operating eight steamers, had been closely tied in with the C. V. and O. & L. C. and had become bankrupt in 1899. Taking advantage of its predicament, the Rutland bought all the capital stock for \$1,000,000 and organized the Rutland Transit Co. Connections were now under control from Rouses Point to Ogdensburg, N. Y. and the company had ships plying between Great Lakes ports and Ogdensburg. The next move entailed getting rail connections between the separated two divisions.

Plans had been drawn up for the construction of a line running diagonally across the islands of Champlain from Burlington to the Canadian line and to Rouses Point. Construction was commenced in 1898 as the Rutland-Canadian Railroad. It was leased in 1899 and consolidated with the Rutland in 1901. Entry into Canada was gained by leasing the 3.9 mile Rutland & Noyan Railroad which extended from the Canadian line to Noyan Junction, P. Q. These moves gave the road full control of the Ogdensburg traffic and a favorable position in competing for Canadian passengers and freight. The Connecticut River marked the eastern boundary of the line, however, and progress towards Boston was blocked by the competing Fitchburg Railroad (now part of the Boston & Maine R. R.) Therefore, development of the north and south line was the only alternative. The Bennington & Rutland R. R. was obtained in 1900 by purchase of its capital stock and first and second mortgages. The last acquisition came in 1901 when the insolvent Chatham & Lebanon Valley R. R. was absorbed by purchase of its capital stock and mortgage bonds.

The Rutland's physical layout in 1901 has been summarized as follows:

"The Rutland system spread from Chatham, N. Y., and its New York City connection on the south, and from Bellows Falls and its Boston connection on the southeast, north through Vermont to Canada and west to Ogdensburg by railroad, to Chicago by boat, and its trains ran through to Montreal over the Quebec Southern and the Canadian Pacific Railway tracks."

A better picture of the actual mileage and divisions of the Rutland can be obtained as follows:

#### Road Operated—1903

##### Owned by the Rutland

	Miles
White Creek, Vt. to Canada Line, P. Q.	161.12
Chatham, N. Y. to Bennington, Vt.	57.21
Bennington, Vt. to North Bennington, Vt.	4.67
Bellows Falls, Vt. to Rutland, Vt.	52.21
Alburgh, Vt. to Ogdensburg, N. Y.	121.60
	<hr/>
	397.11

##### Leased by the Rutland

Rutland & Noyan R. R.	
Canada Line to Noyan Jct.	3.39
Addison R. R.	
Leicester Jct. Vt. to Addison Jct. N. Y.	14.61
	<hr/>
	18.00

Total Length of road operated	<hr/> 415.11
-------------------------------	--------------

A brief survey shows that when the Rutland had broken away from the management of the Central Vermont, both income and traffic increased considerably. The company declared a 4% dividend for 1896, 2% in 1898 and 1899, 3% in 1900 and 4% in 1901. Figures showing the income, freight traffic and passengers carried were encouraging.

#### RECEIPTS AND INCOME

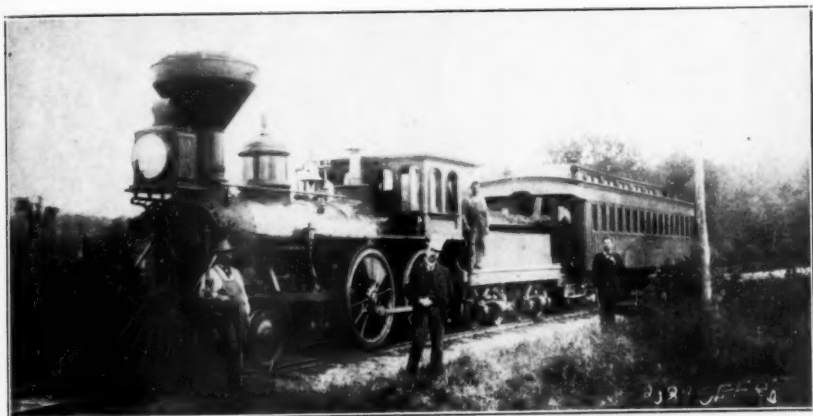
	Total Receipts	Net Income	Surplus
1897	\$ 713,513	\$273,821	\$ 46,291
1898	738,852	283,039	1,022
1899	803,520	382,664	67,606
1900	1,837,154	713,232	263,051

#### FREIGHT TRAFFIC

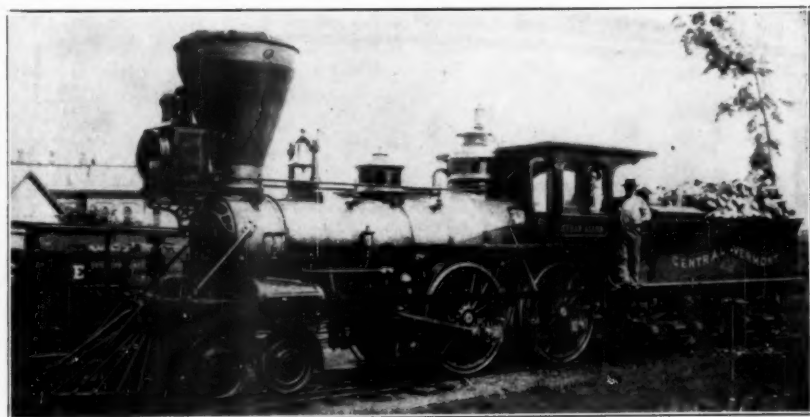
	Originating on Road	Originating on Other Roads
1897	152,030 tons	304,613 tons
1898	167,119	321,771
1899	207,058	274,697
1900	488,380	1,311,511

#### NUMBER OF PASSENGERS CARRIED

	Local	Through
1897	346,885	53,690
1898	362,720	65,108
1899	349,406	71,542
1900	740,972	182,775



R. & B. "Chester"—Taunton, 1850, reb. 1868. 15x20" 60" 528000



C. Vt. "Ethan Allen"—Rebuilt Rutland Shops, 1871.





The large increase in all figures for 1899 and 1900 was due to the returning prosperity after the depression of 1893, the physical expansion of the road and improved management and service. Freight traffic figures demonstrate the dependence of the Rutland on "foreign" traffic for a large part of its revenues.

The next event of importance for the Rutland—of vital importance ever since—was the purchase of a majority of the voting preferred stock by the New York Central Railroad. In January, 1905, the New York Central acquired \$4,704,100 worth of stock, equal to 52% of the total number of shares. With the passing of 47,041 shares to outside interests, the Rutland once again became part of a larger system. This time it was not the case of a Vermont road controlling the carrier and leasing it, but a case of actual controlling ownership by one of the largest railroad systems in the country. The Rutland retained its nominal individuality but has since been known as a "New York Central system road." The road continued to operate as a separate system with a General Manager and general offices in Rutland.

We cannot attempt here to analyze the impelling motives behind the N. Y. C. but a few generalizations may be made. From a financial point of view, the Rutland's earnings had included moderate dividends on the stock and the future in this respect looked steady. The N. Y. C. was an expanding road and control of the Rutland would give its owners a through short route to Montreal and a differential route for its east-west freight business, which in the future might relieve its main line overloading. There is also a likelihood that one of the Canadian systems, with a desire to control the lakes-to-Boston traffic might have been interested to acquire the Rutland had not the N. Y. C. acquired control in 1905.

But the New York Central was not the only large system interested in the Rutland. The New York, New Haven & Hartford R. R., under President Charles S. Mellen was anxious to make the Rutland a part of its expanding lines. The New Haven wanted to acquire the branch of the Boston & Albany running from Pittsfield to North Adams, Mass., build a connecting link from that point to Bennington, Vt., and thus give the New Haven a through route from New York City to the St. Lawrence River. The Boston & Maine was closely allied with the New Haven system and valuable connections would be had at Bellows Falls. Moreover, the New Haven controlled the New York, Ontario & Western R. R., running from New York City to Oswego on Lake Ontario, a competitor of the New York Central. In 1911, the New York Central and the New Haven agreed to exchange interests in the roads they controlled but the Interstate Commerce Commission decided otherwise. The N. Y. C. did, however, sell one half of its Rutland stock to the New Haven in February, 1911 and had it not been for the action of the minority stockholders, the New Haven would have acquired the other half from the New York Central. Thus the control of the Rutland is divided between these two systems.

One thing more in closing, in 1912, under the Panama Canal Act, the Rutland in common with other railroads, was forced at the direction

of the Interstate Commerce Commission to divest itself of the Rutland Transit Co. On June 15, 1915 the ships were sold and operations ceased and although the general business boom of the war period served to cover this loss the road's investment in this company became worthless. What the future holds for the Rutland is a matter of conjecture and time alone will tell.

(The above is the historical part of "An Analysis of the Rutland Railroad" prepared and written by David W. Sargent, Jr. on April 20, 1939, while a senior at Amherst College).

## RUTLAND LOCOMOTIVES

In presenting this roster of Rutland R. R. motive power, it is a somewhat difficult task to not only include all of their earliest engines but to follow through the various renumberings.

The first series of numbers carried was based on a rather unique system. #1 was assigned the "Burlington", the city at the northern end of the road, #2 was assigned to "Charlotte", the town next below it and so on until "Bellows Falls", the southern terminal was carried by #17. When the Central Vermont acquired control, they numbered the Rutland engines with those of their road and they were assigned the 200 series. Released from C. V. control, the Rutland took their own numbers but under New York Central control they were included in the New York Central series of numbers. In 1913 the New York Central abandoned their series of numbers on certain of their roads, including the engines of the Rutland and the present series of numbers was inaugurated.

To make this list less confusing it seems best to divide it into two parts—the first listing the engines with their numbers up to the time of New York Central control; the second listing such engines during and after New York Central control. The first list will be arranged in the order of the original series of numbers and will include the Central Vermont number and the Rutland number assigned after the road was released from the Central Vermont.

---

Nantucket	Hinkley & Drury	# 2	11-30-1841	4-2-0	10½x20"	60"
Vulcan	R. Norris	.....	1840	No data.		

The former was purchased from the New Bedford & Taunton R. R. by Chamberlain, Strong & Co., contractors who built the road and the latter was purchased from the Boston & Worcester R. R. Both locomotives appear on the 1855 inventory but were scrapped shortly afterwards. It is doubtful if they ever carried numbers.

1 Burlington	Taunton	# 33	6-25-1849	4-4-0	15x18"	60"
Rebuilt	Rutland Shops		10- 1865	Sc. 1887		
1 Burlington	St. Albans		1872	4-4-0	17x24"	68"
Ex. C. V. "Stowe"	#63. C. V. 201	R # 62	Rebuilt		16x24"	
2 Charlotte	Taunton	# 50	4-17-1850	4-4-0	16x20"	54"
Rebuilt	Rutland Shops		10- 1863	Sc. 1878		
3 Vergennes	Taunton	# 35	9-12-1849	4-4-0	16x20"	54"
Rebuilt	Rutland Shops		10- 1863	Went to M. & P. as		
Saranac reb.	St. Albans, returned to Rutland		12-25-1873.	Sc. 1887		
4 New Haven	J. Souther	.....	10-14-1851	4-4-0	16x20"	60"

5	Middlebury	Taunton	# 35	7-31-1849	4-4-0	15x18"	60"
	Sold to Fitchburg & Worcester R. R.						
5	Middlebury	Northfield		8-15-1866	4-4-0	15x24"	60"
	Rebuilt	Rutland		10- 1870		C. V. #202	
6	Whiting	Hinkley & Drury	# 6	7-20-1842	0-4-0	13½x20"	48"
	Purchased from Boston & Worcester R. R. where it carried the name						
	Tiger	Sc. 1865					
6	Benslide	Taunton	#402	3-11-1867	0-4-0	15x22"	44"
		C. V. #203					
7	Brandon	Taunton	# 45	1- 7-1850	4-4-0	16x20"	54"
	Rebuilt	Rutland		1866 & 1871	Sc. 1886		
8	Pittsford	Taunton	# 49	3-18-1850	4-4-0	16x20"	54"
	Rebuilt	Rutland		1867			
	Sold to D. C. Linsley in June 1881, renamed "Glengary"						
9	Rutland	Taunton	# 32	6-11-1849	4-4-0	15x18"	60"
	Rebuilt	Rutland		1869			
	Transferred to M. & P. as "Plattsburgh" and went to the D. & H. Co.						
9	"Oswegatchie"	Hinkley & Drury	#260	4- 8-1850	4-4-0	15x18"	66"
	From Northern (N. Y.) R. R. in place of "Rutland"—Sc. 1872						
9	Rutland	St. Albans		1872	4-4-0	16x24"	60"
	C. V. #204—Sold Manchester Dorset & Granville #1.						
10	Clarendon	Taunton	# 66	2-26-1851	4-4-0	15x18"	60"
		Sc. 1874					
11	Cuttinsville	Ballardvale	.....	1849	4-4-0	Sc. 1868	
	Originally named "Red Bird."						
11	Gov. Page	Taunton	#447	11-13-1868	4-4-0	16x24"	60"
	Renamed "L. E. Roys"—C. V. #205—R #64						
12	Mt. Holly	Taunton	# 36	9- 6-1849	4-4-0	16x20"	54"
	Rebuilt	Rutland		1866		Sold to D. C. Linsley	
	of Burlington & Lamoille R. R. as the "William Hale."						
13	Ludlow	Taunton	# 52	6- 1-1850	4-4-0	15x18"	60"
	Running between Brattleboro and Bellows Falls			11-15-1878			
14	Cavendish	Taunton	# 77	8-16-1851	4-4-0	15x18"	60"
	Rebuilt	Rutland		1865			
15	Chester	Taunton	# 48	2-28-1850	4-4-0	15x18"	60"
	Rebuilt	Rutland		1868	C. V. #206		
16	Rockingham	Ballardvale	.....	1849	4-4-0	Sc. 1868	
	Originally named "Brown Bird."						
16	Moosalamoo	Taunton	#448	11-25-1868	4-4-0	16x24"	60"
		C. V. #207					
17	Bellows Falls	Taunton	# 34	7-19-1849	4-4-0	15x18"	60"
	Rebuilt	Rutland		10- 1865			
	Wrecked on Addison R. R. 10-31-1876						
18	Otter Creek	Hinkley & Drury	#548	11-10-1854	4-4-0	15x24"	60"
	Rebuilt 1871—C. V. #209, Sc. 1892						
19	Ethan Allen	Hinkley & Drury	#552	11-27-1854	4-4-0	15x24"	60"
	Renamed "Green Mountain"—1855; "Wide Awake"—1862; Reb. & renamed						
	Pico	Rutland		1867; C. V. #210, Sc. 1893			
20	Gen'l Strong	Taunton	# 78	8-26-1851	4-4-0	16x20"	60"
	Rebuilt	Rutland		1873; C. V. #211, Sc. 1891			
21	Nathan Rice	Amoskeag	# 50	6-22-1852	4-6-0	16x22"	54"
	Rebuilt & renamed "E. A. Birchard"			1864	4-4-0	16x24"	60"
		C. V. #212—R #66					
22	John Howe	Amoskeag	# 51	8- 3-1852	4-6-0	16x22"	54"
	Rebuilt & renamed "H. E. Chamberlain"			1869	4-4-0	16x20"	60"
		Sc. 1890					
23	Timothy Follette	Amoskeag	# 72	1-11-1853	4-4-0	16x22"	48"
	Rebuilt & renamed "Col. Merrill", 1866 & 1875					16x22"	60"
		C. V. #213, Sc. 1890					

24 Sam'l Henshaw	Amoskeag Scrap—1868	# 73	3-	1853	4-4-0	15x20"	60"
24 N. L. Davis	Taunton C. V. #214	#426		1868	4-4-0	15x22"	66"
25 Lake Dunmore	Hinkley & Drury	#546	10-31-1854	4-4-0		15x24"	60"
	Renamed "Dunmore." Rebuilt 1868; C. V. #215, Sc. 1893						
26 "Know Nothing"	Hinkley & Drury	#549	11-20-1854	4-4-0		15x24"	60"
	Renamed "J. A. Conant" 1855; "Ethan Allen" 1862. Rebuilt 1871 C. V. #216, Sc. 1893						
27 Killington	Taunton	#355	1-	1865	4-4-0	16x24"	60"
	Rebuilt Rutland 1874—C. V. #217—R #67						
28 Addison	Taunton	#356	2-	1865	4-4-0	16x24"	60"
	Rebuilt Rutland 1878—C. V. #218—R #68						
29 Gov. Underwood	Taunton	#366	5-	1865	4-4-0	16x22"	66"
	Renamed "J. Burdette." Rebuilt Rutland 1877—C. V. #219—R #69						
30 Peter Butler	Taunton	#480	11-12-1869	4-4-0		16x24"	60"
	Rebuilt Rutland 1874—C. V. #220—R #70						
31 John Simonds	Taunton	#483	12- 6-1869	4-4-0		16x24"	60"
	Rebuilt Rutland 1874—C. V. #220—R #71						
32 J. M. Haven	Rutland Shops C. V. #222		1870	4-4-0		16x22"	66"
33 Geo. B. Chase	Taunton C. V. #223—R #72	#509	10-13-1870	4-4-0		16x24"	60"
34 Jas. H. Williams	Taunton C. V. #224—Sc. 1900	#512	10- 5-1870	4-4-0		16x22"	60"
35 Lawrence Barnes	Taunton C. V. #225—Sc. 1899	#514	10-27-1870	4-4-0		16x24"	60"

The above represents the Rutland & Burlington R. R. locomotives as found on the list of appraisers, less those that had been scrapped, under the lease of 1872. It seems fairly certain that the R & B engines retained their own series of numbers for some years after the lease. By 1891, however, they were included in the Central Vermont series of numbers.

Before continuing with the series, it is necessary to consider the locomotives of two leased roads. On January 1st, 1871, the Vermont Central leased the Vermont Valley R. R. This road owned four locomotives:

1 Putney	Rogers	#267	7- 2-1851	4-4-0	14x20"	66"	Reb. 1869
2 Dummerston	Rogers	#264	6-17-1851	4-4-0	14x20"	66"	Reb. 1870
3 Westminster	Rogers	#276	8-27-1851	4-4-0	14x20"	60"	
4 Brattleboro	Rogers	#461	1-31-1854	4-4-0	15x22"	60"	Reb. 1869

The late Ezra Russell states these engines carried R & B Nos. 36-39 respectively upon the lease of the Vermont Valley. Possibly this is so, the lease expired in 1892, but the C. V. records indicate other engines assigned these R & B numbers.

On January 23rd, 1871, the R & B leased the Montreal & Plattsburgh R. R. including the right to operate the northern section to Ausable Forks. These leases were immediately assigned to the V. C. and Vt. & Canada Roads and on Feb. 25, 1873, control of these lines was purchased and they were merged with the New York & Canada, now D & H R. R. So far as we can learn, the M & P had the following locomotives:

Plattsburgh	Taunton	#106	6-18-1852	4-4-0	14x20"	66"
Mooers	Taunton	112	8-20-1852	4-4-0	14x20"	66"
Clinton	Amoskeag	61	12-27-1852	4-4-0	14x20"	60"

There may have been a single-driver named "Scotia" that antedated these three that disappeared shortly after their arrival. At any rate, when financial troubles overtook the road, these three locomotives were sold by the sheriff to S. F. Vilas. He rented the engines to the road but later the "Plattsburgh" was sold to the Watertown & Rome where she was renamed "Antwerp." The Taunton records indicate the "Mooers" was repaired by them on Oct. 14, 1857 and left under the name "S. F. Vilas." Where this engine and the "Clinton" went, we do not know.

Under R & B control, they sent over the first "Rutland" and this engine remained and went to the D & H. The "Vergennes", rebuilt and renamed "Saranac" was sent over and returned, to be scrapped in 1887. The "Cavendish" was sent over and helped work the road and also returned. The "Chazy" came from the Northern (N Y) R. R. and eventually helped build the Lebanon Springs R. R.

Again Mr. Russell states these engines were numbered 40-42 in the R & B series, possibly they were for a very short time but their places were soon taken by engines from the Central Vermont.

We have a record of seven more locomotives carrying R & B numbers, under the lease, received from the Central Vermont:

36	J. Burdett	Taunton	#466	7-12-1869	4-4-0	16x24"	66"
	Ex. C. V. "W. C. Smith" #71.	Renamed E. W. Horner.	C. V. #226.				
37	Shelburne	Taunton	464	7- 3-1869	4-4-0	16x24"	66"
	Ex. C. V. "St. Albans" #2.	C. V. #227.	Re. 204.				
38	America	Baldwin	2454	6-20-1871	2-6-0	17x24"	54"
	Ex. C. V. "Pacific" #81.	C. V. #228.	R. #370.				
39	Ticonderoga	Taunton	116	8- 8-1852	4-4-0	15x20"	66"
	Ex. C. V. "Stranger" #34.	Sc. 6-2-1880.					
40	Brattleboro	Rogers	461	1-31-1854	4-4-0	15x22"	60"
	Ex. V. V. "Brattleboro".	Sc. prior to 1-1-1876.					
41	Salisbury	Hinkley & Dr.	403	10- 6-1852	4-4-0	15x24"	60"
	Ex. C. V. "Richford" #35.	C. V. #229.	Sc. 1897.				
42	Rockingham	Hinkley & Dr.	194	8-17-1848	4-4-0	15x24"	60"
	Ex. C. V. "Missisco" #25.	C. V. #230.	R. #42.				
....	Not Named	Mason	583	5-28-1877	4-4-0	17x24"	60"
	Ex. B. & L. M. "Burlington."	C. V. #231.	R. #73.				
....	Not Named	Schenectady	3511	1891	4-4-0	18x24"	69"
	Ex. A. & St. L. #11.	C. V. #232.	R. #182.				
....	Not Named	Schenectady	3512	1891	4-4-0	18x24"	69"
	Ex. A. & St. L. #12.	C. V. #233.	R. #183.				
....	Not Named	Schenectady	3506	1891	4-6-0	18x24"	56"
	Ex. A. & St. L. #32.	C. V. #234.	R. #480.				
....	Not Named	Schenectady	3505	1891	4-6-0	18x24"	56"
	Ex. A. & St. L. #31.	C. V. #235.	R. #481.				

On May 7, 1896 the Rutland became free of C. V. control and in the years that followed acquired control of the Ogdensburgh & Lake Champlain R. R. in 1899 and the Bennington & Rutland R. R. in 1900. Locomotives of the former road will be found in that chapter, only those

that were acquired by the Rutland will appear in the following. Locomotives of the B & R will follow. In 1905 the Rutland passed into the control of the New York Central and their locomotives were included in the N. Y. C. series. This system was abandoned by the N. Y. C. about 1913 when the Rutland adopted its own series of numbers.

Turning first to the Bennington & Rutland R. R., the late Charles J. McMasters, Master Mechanic, furnished us with a roster of their locomotives when his memory was keen enough to recall these old timers.

1 Hiland Hall	Mason	#241	10-10-1866	4-4-0	15x22"	66"
2 Luther Park	Baldwin	1520	9-28-1866	4-4-0	14x24"	60"
3 A. L. Minor	Baldwin	1527	10-16-1866	4-4-0	14x24"	60"
4 C. G. Lincoln	Baldwin	1529	10-20-1866	4-4-0	14x24"	60"
5 Lebanon	Northern (N. H.) R. R.		1862	4-4-0	14x24"	60"
Ex. "James Sedgely" from Long Island R. R.						
5 Not Named	Schenectady	3351	1891	2-6-0	18x24"	55"
	R. #380					
6 Manchester	Rogers	765	5-23-1857	4-4-0	14x20"	66"
Ex. "Pacific" from Long Island R. R.						
6 Not Named	Schenectady	3352	1891	2-6-0	18x24"	55"
	R. 381					
7 G. F. Carman	Rogers	166	5-30-1849	4-4-0	14x20"	66"
Ex. N. Y. & Harlem "Albany"—Long Island R. R.						
7 M. S. Colburn	Brooks	.....	1873	4-4-0	16x24"	
Rebuilt	Taunton		5-	-1882		
8 Mountain Boy	Schenectady	563	6-	-1869	4-4-0	16x24"
Renamed "E. D. Bennett" R. #60.						
9 Mountain Girl	Schenectady	564	6-	-1869	4-4-0	16x24"
Renamed "C. J. McMasters" R. #61.						
10 C. E. Houghton	Brooks	185	5-31-1873	4-4-0	16x24"	60"
11 J. G. McCullough	Brooks	189	6-19-1873	4-4-0	16x24"	60"
Nos. 10 & 11 were built for N. Y. Boston & Montreal R. R. Nos. 1 & 3.						
11 J. G. McCullough	Schenectady	1918	1884	4-4-0	17x24"	63"
	R. #170					
12 F. B. Jennings	Schenectady	1919	1884	4-4-0	17x24"	63"
	R. #171					
13 Vacant						
14 Not Named	Schenectady	4199	1894	4-4-0	18x24"	64"
	R. #180					
15 Not Named	Schenectady	4200	1894	4-4-0	18x24"	64"
	R. #181					
16 Not Named	Brooks	3488	2-	-1900	4-4-0	18x26"
Delivered as #244. R. #189.						

Control of the Chatham & Lebanon Valley R. R. was acquired by the Rutland in 1901. The Lebanon Springs R. R., forerunner of the C. & L. V., according to Mr. McMasters, started out with three second hand locomotives—the "Chazy", "Mad Tom" and "King Phillip." The first came from the O. & L. C. via the R & B; the "Mad Tom" may have been the "Romulus", Norris, 1839, on the Seaboard & Roanoke, purchased from the U. S. Military R. R., and the "King Phillip" was probably the engine of the same name from the Boston & Providence R. R., Locks & Canals, 1839. These three locomotives were all scrapped at Rutland, Vt. in the early seventies. Only four C. & L. V. engines

came to the Rutland, if there were others, it is impossible to learn their identity at this late day:

3	Cooke	1854	4-4-0	15x20"	60"	R. # 77
	Ex. N. Y. & Harlem #11—"Geo. L. Schuyler."					
5	Brooks	#910 1883	4-4-0	14x22"	56"	R. # 78
	Ex. Narragansett Pier R. R. #3 "Wakefield"					
6	Baldwin	#10841 1890	4-4-0	17x24"	63"	R. #174
7	Baldwin	#10849 1890	4-4-0	17x24"	63"	R. #175

From 1901 to the present, the locomotives of the Rutland R. R. can be presented in the following roster:

#### 4-4-0 Type

1901 NYC Pres.

#	#	#						
60	1060	.....	Schenectady	1869	16x24"	69"	77000	Ex. B&R #8
61	1061	.....	Schenectady	1869	16x24"	69"	77000	B&R #9
62	.....	.....	St. Albans	1872	16x24"	68"	72550	
63	.....	.....	Taunton	1869	16x24"	63"	68100	
64	1064	.....	Taunton	1868	16x24"	60"	68100	
65	1058	.....	St. Albans	1873	16x24"	66"	72550	
66	.....	.....	Rutland	1864	16x24"	60"	68300	
67	.....	.....	Taunton	1865	16x24"	60"	62300	
68	.....	.....	Taunton	1865	16x24"	60"	62300	
69	.....	.....	Taunton	1865	16x22"	66"	67600	
70	.....	.....	Taunton	1869	16x24"	60"	68100	
71	.....	.....	Taunton	1869	16x24"	60"	68300	
72	.....	.....	Taunton	1870	16x24"	60"	68100	
73	.....	.....	Mason	1877	17x24"	60"	73275	Ex. B&LaM "Burlington"
74	.....	.....	Mason	1868	16x24"	60"	62500	
75	.....	.....	Malone	1862	15x20"	54"	55000	
76	1059	.....	Malone	1872	16x24"	54"	66200	
77	.....	.....	Cooke	1854	15x20"	60"	?	Ex. C&LV #3
78	.....	.....	Brooks	1883	14x22"	54"	?	C&LV #5
79	.....	.....	Manchester	1873	16x24"	57"	66000	

#### 0-4-0 Type

80	50	.....	Schenectady	1891	16x24"	51"	64800
----	----	-------	-------------	------	--------	-----	-------

#### 0-6-0 Type

81	447	102	Manchester	1902	18x24"	51"	101700
82	448	103	Manchester	1902	18x24"	51"	101700
83	449	104	Manchester	1902	18x24"	51"	101700



# 4-4-0 Inspection Engine—"Ne-ha-sa-ne"

1901 #	N. Y. C. #	Pres. #						
49- 100	33	99	Schenectady	1896	14x22"	63"	78700	Ex. A.&St.L. #10
4-4-0 Type								
170	793	.....	Schenectady	1884	17x24"	64"	84500	Ex. B.&R. #11
171	794	.....	Schenectady	1884	17x24"	64"	84500	B.&R. #12
172	795	.....	Baldwin	1890	17x24"	69"	87900	
173	796	.....	Baldwin	1890	17x24"	69"	87900	
174	797	.....	Baldwin	1890	17x24"	63"	80000	Ex. C.&L.V. #6
175	798	.....	Baldwin	1890	17x24"	63"	80000	C.&L.V. #7
176	.....	.....	Schenectady	1883	17x24"	64"	79800	N.Y.C. #471
177	1062	.....	N. Y. C.	1872	17x24"	70"	81300	N.Y.C. #1076
180	864	84	Schenectady	1894	18x24"	70"	106000	B.&R. #14
181	865	85	Schenectady	1894	18x24"	70"	106000	B.&R. #15
182	862	67-82	Schenectady	1891	18x24"	69"	103000	A.&St.L. #11
183	863	83	Schenectady	1891	18x24"	69"	103000	A.&St.L. #12
184	866	86	Schenectady	1897	18x24"	69"	110000	
185	867	87	Schenectady	1897	18x24"	69"	110000	
186	868	88	Schenectady	1899	18x24"	69"	110000	
187	869	89	Schenectady	1899	18x24"	69"	110000	
188	.....	.....	Schenectady	1900	18½x26"	68"	127000	Sold C.P.R. #180
189	.....	.....	Brooks	1900	18½x26"	68"	127000	Sold C.P.R. #181
190	1000	65-80	Brooks	1897	18x26"	68"	126500	Ex. St.L.&A. #5
191	1001	66-81	Brooks	1897	18x26"	68"	126500	St.L.&A. #7
192	.....	.....	Rome	1889	18x24"	64"	99600	N.Y.C. #691
193	1063	1063	Schenectady	1889	18x24"	64"	99600	N.Y.C. #698

## 4-6-0 Type

200	2040	40	Schenectady	1902	20x26"	69"	154000	
201	2041	41	Schenectady	1902	20x26"	69"	154000	
202	2042	42	Manchester	1902	20x26"	69"	154000	
203	2043	43	Manchester	1902	20x26"	69"	154000	
204	2044	44	Manchester	1902	20x26"	69"	154000	
205	2045	45	Manchester	1902	20x26"	69"	154000	
206	2046	46	Schenectady	1902	20x26"	69"	154000	
207	2047	47	Schenectady	1902	20x26"	69"	154000	
210	2048	48	Schenectady	1902	20x26"	63"	154000	
211	2049	49	Schenectady	1902	20x26"	63"	154000	
212	2050	50	Schenectady	1902	20x26"	63"	154000	
213	2051	51	Schenectady	1902	20x26"	63"	154000	

## 2-6-0 Type

320	1884	144	Schenectady	1900	20x28"	57"	155200	Ex. A.&St.L. #3
321	1885	145	Schenectady	1900	20x28"	57"	155200	A.&St.L. #4
370	1879	.....	Baldwin	1871	17x24"	54"	74350	
380	1880	.....	Schenectady	1891	18x24"	55"	104000	Ex. B.&R. #5
381	1881	1881	Schenectady	1891	18x24"	55"	104000	B.&R. #6
382	1882	.....	Portland	1882	18x24"	54"	81000	
383	1883	.....	Portland	1882	18x24"	54"	81000	
386	1886	146	Schenectady	1899	19x26"	57"	121000	
387	1887	147	Schenectady	1899	19x26"	57"	121000	
388	1888	148	Schenectady	1900	19x26"	57"	121000	
389	1889	149	Schenectady	1900	19x26"	57"	121000	
390	1890	150	Schenectady	1900	19x26"	57"	121000	

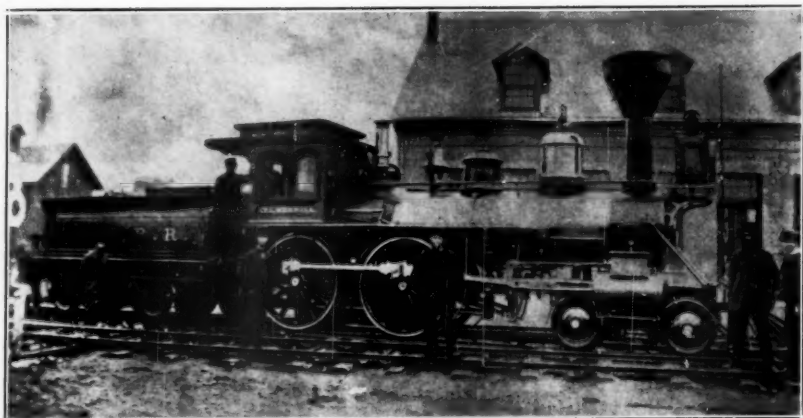


L. #10

#11  
#12

V. #6  
V. #7  
#471  
#1076  
#14  
#15  
#11  
L. #12

R. #180  
R. #181  
A. #5  
A. #7  
#691  
#698



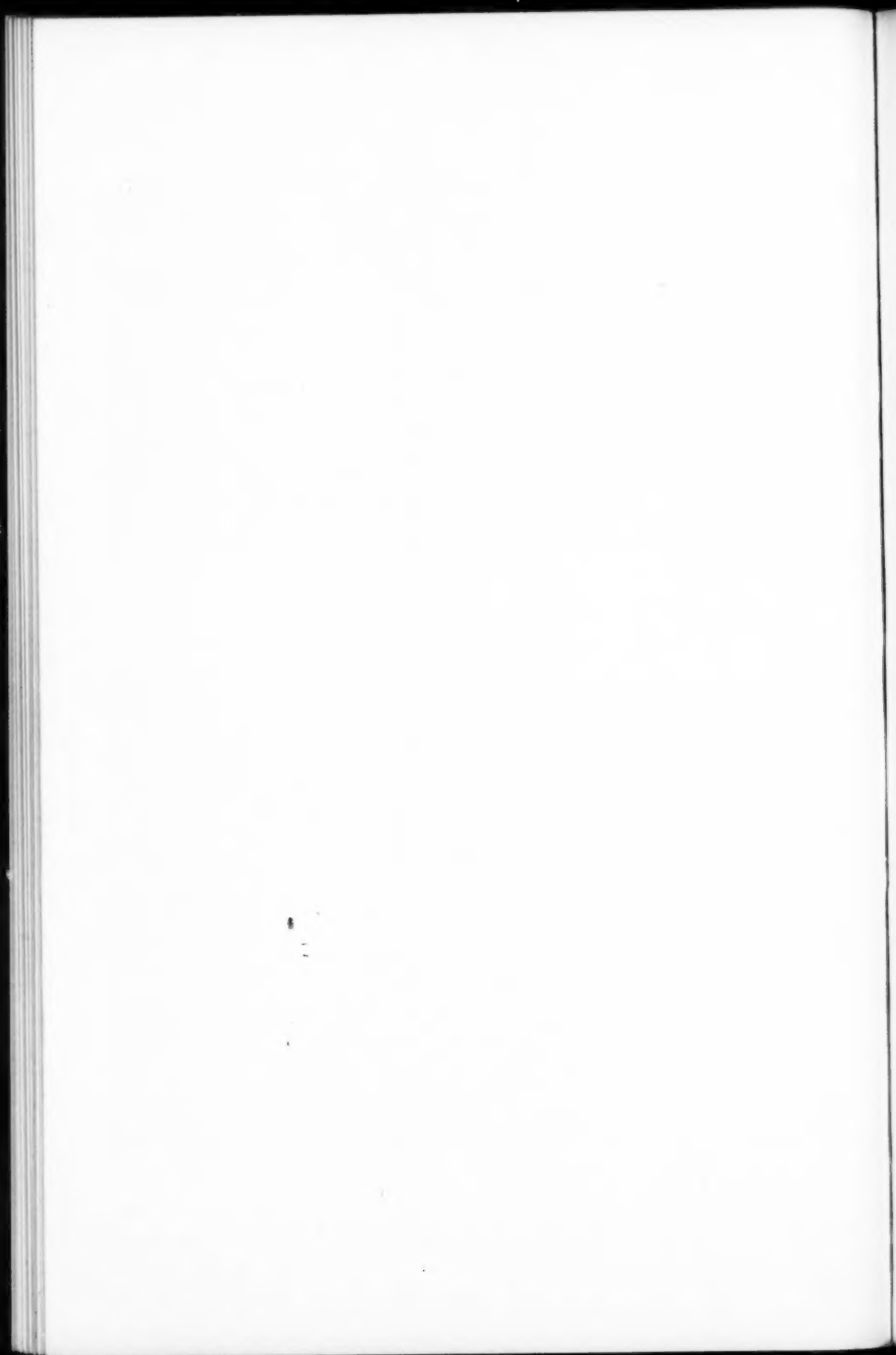
R & B "Col. Merrill"—Rebuilt Rutland Shops, 1875. 16x22" 60" 67000.

L. #3  
L. #4

#5  
#6



Bellows Falls, Vt., where river and mountains meet and the R. & B., Cheshire, Sullivan and Vermont Valley railroads connect.



1901 #	N. Y. C. #	Pres. #					
391	1891	151	Schenectady	1900	19x26"	57"	121000
392	1892	.....	Baldwin	1886	19x24"	57"	98600
393	1895	153	Baldwin	1890	19x26"	57"	110000
394	1894	152	Baldwin	1890	19x26"	57"	110000
395	1893	.....	Baldwin	1886	19x24"	57"	98600
396	1896	154	Baldwin	1890	19x26"	57"	110000
397	1897	155	Baldwin	1890	19x26"	57"	110000
398	1898	.....	Rhode Island	1885	19x24"	58"	100700
399	1899	.....	Rhode Island	1885	19x24"	58"	100700

#### 4-6-0 Type

251- 420	2153-2063	63	Schenectady	1898	20x28"	61"	161000	Ex. St.L.&A. #8
252- 421	2154-2064	64	Schenectady	1898	20x28"	61"	161000	St.L.&A. #9
422	2052	52	Schenectady	1902	21x26"	63"	165000	
423	2053	53	Schenectady	1902	21x26"	63"	165000	
480	2155-2061	61	Schenectady	1891	18x24"	57"	116000	Ex. A.&St.L. #31
481	2156-2062	62	Schenectady	1891	18x24"	57"	116000	A.&St.L. #32
482	2054	54	Schenectady	1902	21x26"	63"	165000	
483	2055	55	Schenectady	1902	21x26"	63"	165000	
484	2056	56	Schenectady	1902	21x26"	63"	165000	
485	2057	57	Schenectady	1902	21x26"	63"	165000	
491	2158-2058	58	Rhode Island	1893	19x24"	57"	112000	Ex. S.&H. #61
492	2159-2059	59	Rhode Island	1893	19x24"	57"	112000	S.&H. #62
493	2157-2060	60	Rhode Island	1893	19x24"	57"	112000	S.&H. #63
519	2265	.....	Baldwin	1878	19x24"	51"	108200	B.N.Y.&P. #1

#### 2-8-0 Type

550	2424-2401	10	Schenectady	1897	19x28"	48"	153000
551	2425-2402	11	Schenectady	1897	19x28"	48"	153000
552	2426-2403	12	Schenectady	1897	19x28"	48"	153000
	2414	14	Schenectady	1910	22x30"	63"	209000
	2415	15	Schenectady	1910	22x30"	63"	209000
	2416	16	Schenectady	1910	22x30"	63"	209000
	2417	17	Schenectady	1910	22x30"	63"	209000
	2418	18	Schenectady	1907	22x30"	63"	209000
	2419	19	Schenectady	1907	22x30"	63"	209000
	2420	20	Schenectady	1907	22x30"	63"	209000
	2421	21	Schenectady	1907	22x30"	63"	209000
	2422	22	Schenectady	1907	22x30"	63"	209000
	2423	23	Schenectady	1907	22x30"	63"	209000
	2424	24	Schenectady	1911	23x32"	63"	220200
	2425	25	Schenectady	1911	23x32"	63"	220200
	2426	26	Schenectady	1913	23x32"	63"	220200
	2427	27	Schenectady	1913	23x32"	63"	220200
	2428	28	Schenectady	1913	23x32"	63"	220200
	2429	29	Schenectady	1913	23x32"	63"	220200
	2430	30	Schenectady	1913	23x32"	63"	220200
	2431	31	Schenectady	1913	23x32"	63"	220200

#### 2-8-2 Type

32	Schenectady	1918	26x30"	63"	292000
33	Schenectady	1918	26x30"	63"	292000
34	Schenectady	1918	26x30"	63"	292000
35	Schenectady	1918	26x30"	63"	292000
36	Schenectady	1918	26x30"	63"	292000
37	Schenectady	1918	26x30"	63"	292000

1901 #	N. Y. C. #	Pres. #		4-6-0 Type			
	2036-2070	70	Schenectady	1910	22x26"	69"	204360
	2037-2071	71	Schenectady	1910	22x26"	69"	204360
	2038	38-72	Schenectady	1910	22x26"	69"	204360
	2039	39-73	Schenectady	1910	22x26"	69"	204360
	2074	74	Schenectady	1912	22½x26"	69"	211000
	2075	75	Schenectady	1912	22½x26"	69"	211000
	2076	76	Schenectady	1912	22½x26"	69"	211000
	2077	77	Schenectady	1912	22½x26"	69"	211000
	2078	78	Schenectady	1912	22½x26"	69"	211000
	2079	79	Schenectady	1912	22½x26"	69"	211000

#### 4-6-2 Type

80	Schenectady	1925	25x28"	69"	278000
81	Schenectady	1925	25x28"	69"	278000
82	Schenectady	1925	25x28"	69"	278000
83	Schenectady	1929	25x28"	73"	292500
84	Schenectady	1929	25x28"	73"	292500
85	Schenectady	1929	25x28"	73"	292500

#### 0-6-0 Type

445	100	Cooke	1907	19x26"	51"	136000
446	101	Cooke	1907	19x26"	51"	136000
450	105	Manchester	1913	19x26"	51"	139000
451	106	Schenectady	1914	20x26"	51"	139000

#### 0-8-0 Type

109	Brooks	1928	25x26"	51"	214000
110	Brooks	1928	25x26"	51"	214000

## General History of the O. & L. C. Railroad

BY LAWRENCE DOHERTY

There had been, prior to 1830 several strong movements, on paper, of course, for a canal from the St. Lawrence River at Ogdensburg, N. Y. to Lake Champlain at Rouses Point, N. Y., the more nearly successful of these having been the result of a meeting called in Ogdensburg by Judge Raymond in 1823. Governor Clinton commended the project to the New York Legislature in his report of 1825, but, despite the enthusiasm, the idea was seen to be most impractical and was dropped.

In 1831, James Hayward of Boston, foreseeing the possibility of much Western traffic for the port of Boston, proposed the so-called National Railway, to run from Boston to Ogdensburg, thence by boat to the West. While there was much discussion along these lines, nothing was ever done about it as a project. The benefit came from the fact that the sections thru which the route was to have passed now clamored for railroads of their own. In Northern New York, mass meetings were held and the legislature was importuned year after year until finally, in 1845, a charter for the Northern Railroad Company, with a capital of two million dollars, was granted. The company organized in 1846 with George Parish as president, a board of twelve directors, with S. S. Walley as treasurer. Bonds having been sold in the required amount, contracts were let and work finally started.

The route was surveyed by James Hayward of Burlington, Vt. Chamberlain, Worreall & Co., were given the contract to build from Ogdensburg to Malone, while Sewell F. Bellknap built east to Rouses Point. Work was begun at both terminals in March 1848 and by the fall of that year the line had been extended to Moores from Lake Champlain. Late in 1849 the line had reached Ellenburg; in June 1850, Chateaugay; October 1st, Malone, and in the same month completed thru, the last work having been done near the Deer River bridge in the town of Lawrence. Estimates had placed the cost at \$1,750,000.00 while the actual cost was \$5,022,121.31 for the 118 miles of line.

The first thru train from Rouses Point to Ogdensburg arrived September 1st, 1850. The train carried officials of the road and was in charge of engineer John Scharier, in whose honor, temporarily, the engine had been named.

The general offices of the company were established at Malone with T. P. Chandler, President; R. J. Shaw, Benj. Seaver, H. M. Holbrook, H. G. Kuhn, Isaac Spaulding, G. V. Hoyle, Hiram Horton, J. L. Russell, Geo. N. Seymour, H. Van Rensselaer, J. H. Titus, and Samuel Beales, directors. J. H. Hopkins was Secretary, William T. Eustice, Treasurer and Chas. L. Schlater, Superintendent. The general offices remained in Malone until 1870, when for a time they were removed to Ogdensburg.

The battle for the right to cross Lake Champlain by bridge was bitter. The New York City "bloec" in the Legislature now saw that the Western traffic would terminate in Boston rather than New York and fought every attempt at bridging, simulating apprehension that such a

structure would impede navigation on the lake and hinder delivery to a United States fort located a bit north of the proposed site for the bridge. The Boston interests stood solidly behind the Northern representatives and in company with several small groups from other parts of the State, in return for support on their wants, finally succeeded in getting a charter, provided that 300 feet of the lake be kept open for navigation. The opposition reckoned without proper respect for the abilities of Mr. Henry R. Campbell of the Central Vermont and Mr. Chas. L. Schlater of the Northern railroad who, by exercise of ingenious mechanical application, were able to construct a boat bridge, self-operated, three hundred feet in length, to bridge the gap and still stay within the wording of the charter.

For the first few years of its existence the Northern was very successful, both from operating and financial standpoint. In the first 11 years of its operation not a passenger was killed or injured, which was certainly an enviable record. Rules were strictly enforced, equipment was well kept up, roadbed and other facilities were of the best. Operating employees were carefully instructed and supervised by Mr. Schlater to whom most of the credit for the road's success must be given.

On December 31st, 1857, the first of a number of re-organizations, receiverships, changes of ownership, etc, was effected when the Northern was re-organized at Ogdensburg by the second mortgage holders. The name was changed to the Ogdensburg Railroad, with capital of \$1,538,500. The road operated under this arrangement until 1865 when another re-organization formed the Ogdensburg and Lake Champlain Railroad Company.

The first meeting of the new board of directors for the O&LC RR Company was held at Malone, June 11th, 1866 at which time John C. Pratt was elected President, with the following board of directors, Jacob W. Pierce, Geo. M. Barnard, D. W. C. Brown, Thos. Upham, S. M. Felton, John S. Farlow, Albert Andrus, D. Farnsworth, Arthur Williams, H. H. Hunaville and C. T. Hubbard. Harvey Rice was appointed Superintendent, with D. W. C. Brown Assistant Superintendent, M. Pellitier Chief Engineer.

The Ogdensburg and Lake Champlain railroad company operated the line until the Central Vermont took it over in 1870, by lease, the C. V. agreeing to pay an annual rent of \$348,620 for the first three years, then \$415,390 yearly for the next year and then \$446,160 for the balance of the 20 year period of lease. These payments were to be made monthly. These obligations were not met, evidently, since the Central Vermont Railroad passed into receivership March 23rd, 1896 as a result of a suit in equity brought by the Grand Trunk Railway in United States Court before Judge Hoyt H. Wheeler, who appointed E. C. Smith and Charles M. Hays receivers. This suit action came about as a result of default of payments on the O&LC bonds and rent due on the lease of the Rutland Railroad.

The O&LC operated as an independent company until the road was purchased by the Rutland Railroad Company in 1902.

During the several periods that the line operated as the Ogdensburg and then as the O&LC it was prosperous and lean in turn. The general picture however was of a small line making a bit of profit in the good years and losing the accumulation in the lean years. During the period of Rutland ownership, the line, generally, has just about broken even, despite several good periods, one of which was during World War I. The Rutland railroad went into its first receivership May 5th, 1938, with G. L. R. French as receiver. He, in turn was soon replaced in a second receivership action by L. G. Morphy, who in turn has now been replaced. It would, I feel, be pointless here to go into the present wage and receivership angle since conditions are a matter of common knowledge. Mention should be made of the "Save the Rutland" movement put on by the energetic people of Vermont under the guidance of the Rutland Railroad Traffic Association, under Mr. R. F. Bohman, traffic expert.

From 1853 until 1915 the line had operated a fleet of boats on the Great Lakes and a brief history of this activity might be in order here. In the fall of 1853 the Northern Railroad built, what I believe to be, the world's first marine railway. In connection with this the company operated a fleet of wooden boats, some large and some smaller ones, the first and largest of these having been the *Oswego*, rented from Crawford & Co. The first ferry to Prescott, Canada was call the *Transit*. In 1852 this line of boats handled 30,000 tons of flour eastward and 20,000 tons of general merchandise west, as well as a very large number of passengers. When the company was re-organized in 1857 more boats were added. They were larger and finer. Some of these were *City of Bellville*, *Wm. Armstrong*, etc. The ferry service was organized into a separate company in 1888 called *The Canadian Pacific Transportation Co.* which included, in addition to the above named boats, the car floats *Annex*, *Jumbo*, *Chas. Lyons*, etc. In the meantime, the O&LC operated, under its own sponsorship, a fleet of wooden boats which included among others *W. L. Frost*, *Jacob W. Pierce*, *H. A. Church*, *W. J. Averill*, *Wm. A. Haskell* and *W. A. Short*. These were gradually replaced by new steel boats named, *Bennington*, *Burlington*, *Brandon*, *Manchester*, *Rutland* and *Arlington*. These boats were sold under provisions of the LaFollette Law in 1915, and some of them saw service in World War I as supply ships. I recall having heard one or more of them were torpedoed and sunk by enemy action on the way to France—but which ones, I do not know. It is interesting to note that these boats were cut in two parts, the open halves boarded up and towed to the lower St. Lawrence River as they were too long to fit into the Lachine Canal locks.

Naturally, all this activity at Ogdensburg occasioned the construction of considerable facilities at that point. The report of 1852 shows 4,534 feet of dockage at this point, as well a freight station 305x84 ft., another freight house 402x82 ft., fireproof engine house of six stalls, a grain elevator and numerous wood and other storage sheds. The grain elevator was built on piles in 14 ft. of water, contained 42 bins, each of which was 30 ft. deep, 4,000 bushel capacity. Each bin could deliver 1 ton of grain per minute into cars on a scale track. Elevators were

steam driven and capable of handling 18,000 bushels of grain daily. The building contained a turntable for turning cars. Plans for this unit and the elevator in general were drawn by Mr. Pellatier, company draftsman. This building burned in 1865, to be replaced by a larger one, which in turn burned in 1877. Abraham Klohs, chief engineer built another elevator in 1888, capacity 600,000 bushels; this burned in Sept. 1890 and was replaced by a larger one of 1,000,000 bushel capacity, which in turn burned in August 1910.

Meanwhile at Rouses Point on Lake Champlain, similar activity was taking place. Several steamers were operated, under lease, by the company. Vast dockage and lumber storage facilities were installed and operated at various times. In time, however, the need for these installations having passed, the docks were removed or rotted away, until now, no evidence of their existence is apparent.

It is an established fact that connecting roads have a very considerable effect on any line. This was true in great measure in the case of the O&LC. In this connection I would mention briefly the records of those connecting with the O&LC and the general effect each had on the line.

I believe it was in 1856 that the line from Watertown to Ogdensburg was completed. This line later was a part of the R. W. & O. Its general effect was to take business from the O&LC rather than bringing to it much in the way of interchange. About this same time the Watertown and Potsdam, now the St. Lawrence Division of the New York Central was extended into Potsdam Junction, now Norwood, and later into Massena. This particular division, with its associated trackage which we refer to as the "Hojack" has been the lines best friend as much interchange traffic has developed during the years. Since the decline of Ogdensburg as an important shipping point, the O&LC would have had no direct route west had it not been for this line. In addition, since the N. Y. C. has owned the Utica-Montreal line (Adirondack Division) much revenue has come into the roads coffers from the "Ho-jack" which runs over the O&LC lines from Norwood to Malone Junction. This is done to avoid the hard grades from Utica to Montreal thru the mountains. I often wonder if the road could have survived without the steady revenue from this source.

The Northern Adirondack railroad was completed into Tupper Lake from Moira, on the O&LC, in 1890. This was the enterprise of John Hurd. The line was started in 1883 and during its construction the O&LC received revenue from the vast quantity of required materials being shipped over its lines, as well as from rental of some of its locomotives on the construction work. The road was extended into Ottawa, Canada in 1896 from Moira. In 1894 Mr. Hurd failed and the road was reorganized as the Northern N. Y. railroad; after purchase by the N. Y. C. it became the New York and Ottawa. This road has never been a success and that portion from Tupper Lake to Helena, N. Y. has been abandoned, the last day of scheduled operation having been May 6th, 1937. N. Y. & O. trains now operate from Ottawa to Helena and Massena to connect with the St. Lawrence Division at that point. The effect on the



O&LC was, on the average, of little account, despite the fact that in the early years of its operation there was some interchange revenue.

Mr. E. C. Reynolds, late of Bombay, under suggestion from the Grand Trunk and the Central Vermont built, in 1888-89 the 8½ miles of railroad to connect the Grand Trunk in Bombay with the C. V. dominated O&LC at Moira, the idea being that considerable interchange traffic could be routed that way. However, the G. T. and the C. V. had a financial falling out about the time the line was completed and the expected interchange never developed, the line was sold under foreclosure proceedings in 1897 and the tracks removed in 1900. From these facts it is evident that the M&B was of no benefit to the O&LC except for certain maintenance payments made to it.

In 1890 the Canada Atlantic started work on a line from Valleyfield to Malone Junction. The first train arrived at Malone January 11th, 1892. As this connected directly with Montreal some interchange traffic for the O&LC naturally developed. Since the C&A was controlled by the C. V., the C. V. in its financial troubles, was glad to release this line to Dr. Webb, who, had built in 1891, the Malone and Remsen railroad. These lines are now the Adirondack Division of the New York Central. As pointed out in connection with the "Ho-Jack," the part running from Malone Junction to Montreal has been a distinct help to the O&LC. The southern section of this division has contributed very little to the O&LC coffers, in fact, had it never been built, the O&LC must surely have had more passenger business.

In 1852 the Plattsburg and Montreal railroad was built to connect with the O&LC at Moore's Junction and eventually extended to connect with the Champlain & St. Lawrence thru its Lake St. Louis division. This line came under the control of the Delaware & Hudson railroad and was abandoned in 1925. In the meantime the D&H had built its lines into and thru Rouses Point to Montreal. Some benefit to the O&LC has developed from interchange from these lines, most particularly from the D&H rather than from the P&M.

It would be pointless to attempt to catalogue the benefits or disadvantages from the horde of lines that connected with the O&LC at Alburgh, Vt., during the years, except to say that in the main, they have been of small value. This generalization does not include the C. V. or the Rutland main line, but rather those of the Portland and Ogdensburg, the C&A and others of this class.

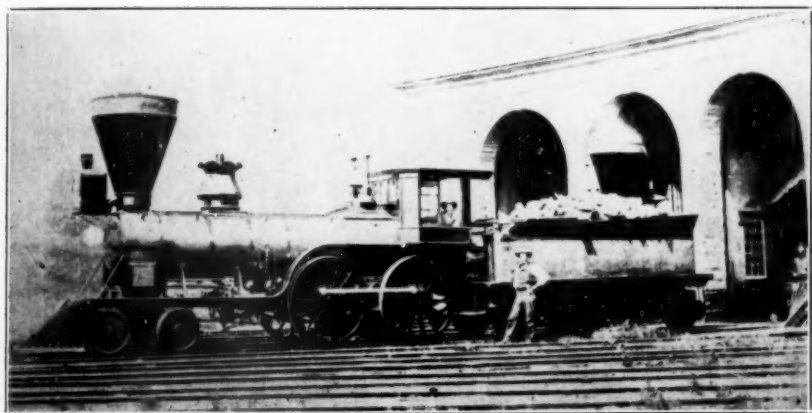
In conclusion, it must be admitted that the joy and mighty hopes that accompanied the building of the Northern Railroad have never been realized. In the beginning it was felt that such a line would be the main connecting link between the East and the West and that much benefit would accrue from its construction. In fact, other shorter lines have been built and these, as is well known, carry most of the load. The benefits to Northern New York State and certain sections of Vermont have been many and important. First, the line developed the vast store of natural resources of the area by making easy shipment of the products of forests, mines and farm. This in turn brought ready cash to the section, which, prior to the coming of the railroad, had been conspicuous by

its absence. This hard cash made possible the very necessary transition from the barter system and has brought immeasurable benefit to the area. Also, and this is true wherever the rails have gone, men have been better paid, for less hours of work, have lived better. To prove this, one has only to visit the scenes along a once prosperous line, now abandoned, to discover what any railroad means to any section. Let us hope that the Rutland may survive its present financial illness and return to us again healthy, that we may thereby, feel its full influence for betterment.

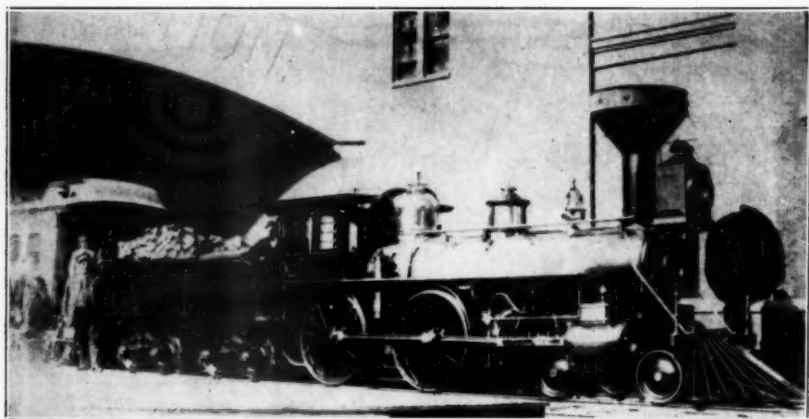
### OGDENSBURG & LAKE CHAMPLAIN R. R. LOCOMOTIVES

In the report of the Northern (N. Y.) R. R. for the years 1850-1852 will be found a very complete roster of the early locomotives on this road. The N. Y. State R. R. Commissioners Report dated 1856 lists their locomotives but does not include the name of their builder. Subsequent records indicate that many locomotives were built in the Malone Shops while Mr. Klohs was Master Mechanic. Whether these were new engines in their entirety or parts of the old ones used, we do not know. No doubt the boilers were new and photographs show but little resemblance to the old locomotives in many instances. Since the records indicate they were "new"—we will list them as such. In 1870 the road was leased to the C. V. and the engines were numbered in the 300 series of that road. In 1899 control of the road was acquired by the Rutland R. R. and the locomotives were then included in the Rutland numbers.

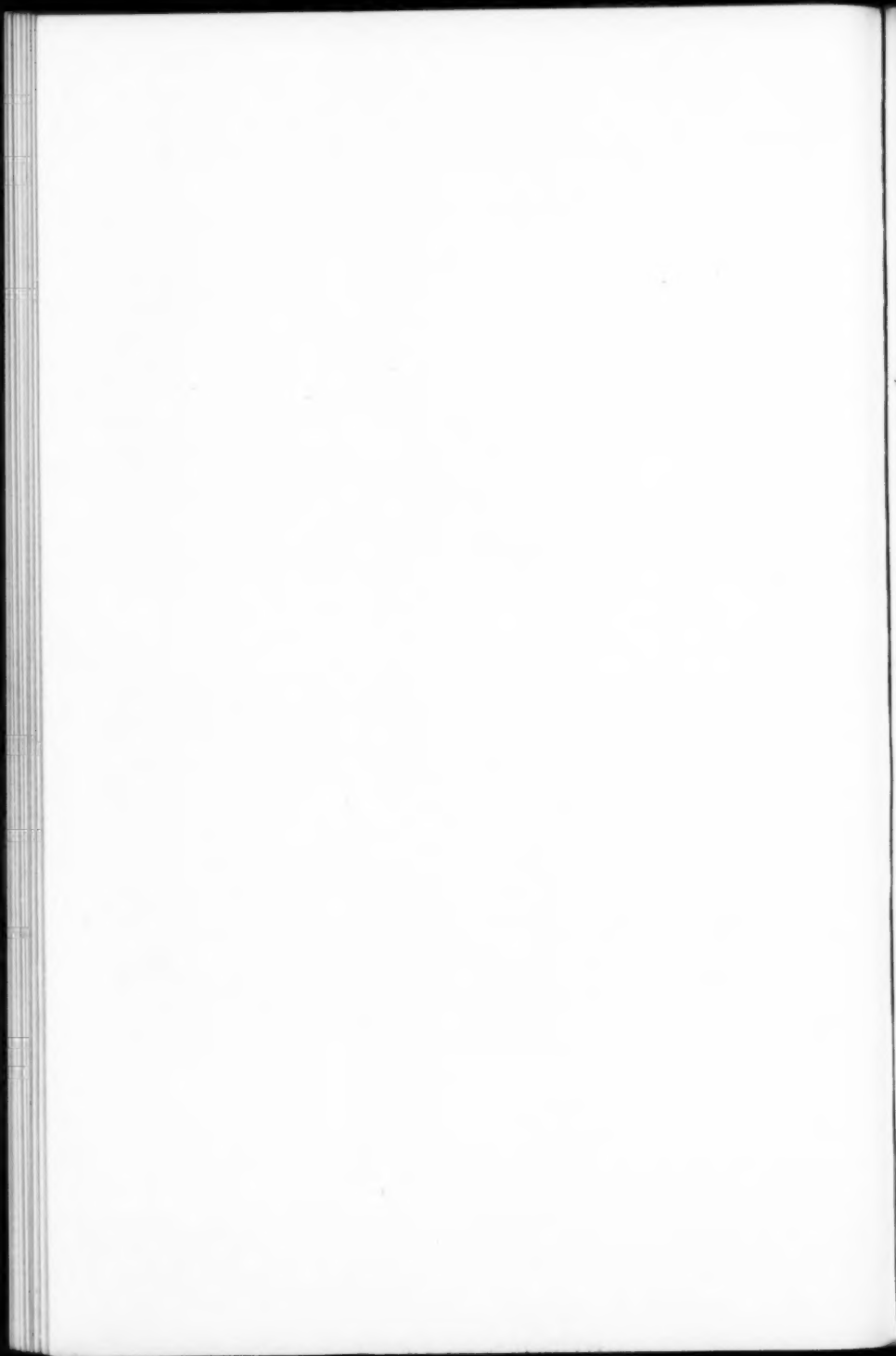
	1 Sorel	Amoskeag	# 16	4-10-1851	4-4-0	16x20"	72"
	1 J. C. Pratt	Malone			4-4-0	15x20"	60"
301	W. J. Rust		Sc. 1892				
	2 Richelieu	Taunton	# 62	12-25-1850	4-4-0	15x20"	66"
	2 G. M. Barnard	Taunton	# 471	8-12-1869	4-4-0	16x24"	60"
302	W. L. Frost		Sc. 1895				
	3 Rideau	Essex Co.		12- -1851	4-4-0	16x20"	66"
	3 J. W. Pierce	Taunton	# 435	6-30-1868	4-4-0	16x24"	60"
303	J. W. Pierce		Sc.				
	4 Oswegatchie	Hinkley & Drury	# 260	4- 8-1850	4-4-0	15x18"	66"
	Sold to Rutland & Burlington R. R.			1-23-1872.			
	4 J. C. Pratt	Taunton	# 431	4-30-1868	4-4-0	16x24"	60"
	Renamed—H. A. Church.						
304	H. A. Church		Sc. 1895				
	5 Deer	Kirk		5- -1850	4-4-0	16x20"	68"
	5 DeWitt C. Brown	Mason	# 282	6-11-1868	4-4-0	16x24"	60"
305	DeWitt C. Brown		Sc. 1895				
	6 Trent	Essex Co.		8- -1851	4-4-0	15x18"	60"
	6 Abraham Klohs	Mason	# 286	8-24-1868	4-4-0	16x24"	60"
306	A. Klohs		R. #74				
	7 Welland	Essex Co.		7- -1851	4-4-0	15x18"	60"
	7 J. S. Farlow	Malone			4-4-0	15x24"	60"
307	J. S. Farlow		Sc. 1895				
	8 Ottawa	Taunton	# 25	11-22-1848	4-4-0	15x18"	60"
	Purchased from Norfolk	Co. R. R.—"Waterford"					
	8 Malone	McKay & Aldus		1867	4-4-0	16x24"	60"
308	Malone		Sc. 1895				



O. & L. C. "Deer"—Kirk, Cambridgeport, Mass, 1850. Emerson Randall, Engineer, by the tender.



O. & L. C. "W. J. Rust"—Malone Shops—15x20" 60" 56300



9 Ontario	Souther	10-	-1850	4-4-0	15x20"	60"
9 Ogdensburg	McKay & Aldus	.....	1867	4-4-0	16x24"	60"
309 W. A. Short	Sc.					
10 Ausable	Hinkley & Drury # 277	9-30-	1850	4-4-0	15x20"	60"
10 Stag	Malone	.....	1865	4-4-0	15x24"	60"
310 Gen. Grant	Sc.					
11 Saranac	Hinkley & Drury # 270	8- 6-	1850	4-4-0	15x18"	60"
11 Fawn	Malone	.....	1866	4-4-0	15x24"	60"
311 Gen. Sherman	(renamed 1872) Sc. 1895					
12 La Grasse	Hinkley & Drury # 276	9-19-	1850	4-4-0	15x20"	60"
12 Welland	Malone (reb.)	.....		4-4-0	15x20"	54"
312 Welland	Sc. 1891					
13 Chateaugay	Hinkley & Drury # 234	4-26-	1849	4-4-0	14x18"	60"
13 St. Lawrence	Malone	.....	1862	4-4-0	15x20"	54"
313 St. Lawrence	R. #75					
14 Niagara	Essex Co.	2-	-1852	4-4-0	15x24"	54"
14 Champlain	Malone	.....	1864	4-4-0	15x20"	54"
314 Champlain	Sc. 1886					
314 Not Named	Baldwin	#8309 12-	-1886	2-6-0	19x24"	54"
	R. #392					
15 Michigan	Essex Co.	3-	-1852	4-4-0	15x24"	54"
15 Fawn	Malone	.....	1872	4-4-0	14x20"	60"
315 Fawn	Sc. 1891					
16 Racquette	Hinkley & Drury # 300	4- 2-	1851	4-4-0	16x20"	54"
16 Stag	Malone	.....		4-4-0	14x20"	60"
316 Stag	Sc.					
17 Erie	Hinkley & Drury # 299	4- 1-	1851	4-4-0	16x20"	54"
Renamed—Ontario—rebuilt				0-4-0	12x20"	60"
317 Economy	Portland	# 456 6-20-	1882	2-6-0	18x24"	54"
	R. #382					
18 Superior	Souther	5-	-1851	4-4-0	16x20"	54"
	Rebuilt & Renamed					
Richelieu	Malone	.....		4-4-0	14x20"	60"
18 Not Named	Baldwin	#10229 9-	-1889	4-6-0	19x24"	54"
Ex. C. V. #91.	Returned to C. V. re. 250—sold N. L. N.					
318 Not Named	Baldwin	#10638 5-	-1890	2-6-0	19x26"	54"
	R. #393-153					
19 Genesee	Essex Co.	5-	1851	4-4-0	15x20"	54"
19 Economy	Malone (re 31)	.....		0-4-0	12x20"	60"
319 Energy	Portland	# 457 7-18-	1882	2-6-0	18x24"	54"
	R. #383					
20 St. Clair	Essex Co.	8-	1851	4-4-0	15x20"	54"
20 Turtle	Malone	.....		0-4-0	11x20"	40"
20 Not Named	Baldwin	#10242 9-	1889	4-6-0	19x24"	54"
Ex. C. V. #33.	Returned to C. V. re 220—sold N. L. N.					
320 Not Named	Baldwin	#10914 5-	1890	2-6-0	19x26"	54"
	R. #394-152					
21 Huron	Essex Co.	8-	1851	4-4-0	15x20"	54"
	Sc.—1876					
321 Not Named	Baldwin	#8310 12-	1886	2-6-0	19x24"	54"
22 St. Lawrence	Hinkley & Drury # 248	10- 8-	1849	4-4-0	16x20"	54"
22 Not Named	Baldwin	#10236 9-	1889	4-6-0	19x24"	54"
Ex. C. V. #92.	Returned to C. V. re 222—sold to N. L. N.					
322 Not Named	Baldwin	#10916 5-	1890	2-6-0	19x26"	54"
	R. #396-154					
23 St. Regis	Hinkley & Drury # 281	10-22-	1850	4-4-0	16x20"	54"
23 Rideau	Malone (rebuilt)	.....		4-4-0	16x20"	60"
323 Not Named	Baldwin	#10917 5-	1890	2-6-0	19x26"	54"
	R. #397-155					

24 Champlain	Hinkley & Drury # 236	5-23-1849	4-4-0	15x20"	54"
24 Superior	Malone (rebuilt)		4-4-0	15x20"	54"
324 Not Named	Baldwin #10924	1890	4-4-0	17x24"	66"
	R. #172				
25 Salmon	Hinkley & Drury # 261	5- 1-1850	4-4-0	13½x20"	48"
25 Huron	Taunton # 62	12-25-1850	4-4-0	15x20"	66"
	Sc.—1891				
325 Originally "Richelieu" #2	Hinkley & Drury # 255	11-26-1849	4-4-0	11½x20"	48"
26 Little Salmon	Malone		4-4-0	15x20"	54"
26 St. Clair	Baldwin #10925	1890	4-4-0	17x24"	66"
326 Not Named	R. #173				
27 Little Trout	Hinkley & Drury # 262	5- 2-1850	4-4-0	11½x20"	48"
27 Sorel	Malone	1872	4-4-0	16x24"	54"
	R. #76				
327 Chazy	Hinkley & Drury # 47	8- 1-1845	4-2-0	11½x20"	60"
28 From Old Colony R. R.	"Mayflower"—Sent to Montreal & Plattsburgh R. R.				
28 Ottawa	Malone (May have been #8 rebt)	4-4-0		14x18"	60"
328 Ottawa	Sc.				
29 La Grasse	Hinkley & Drury # 276	9-19-1850	4-4-0	15x20"	60"
Formerly #12—	Sc. 1876				
329 S. A. Carlton	Rhode Island #1584	1885	2-6-0	19x24"	54"
	R. #398				
30 Salmon	Hinkley & Dr. # 261	5- 1-1850	4-4-0	13½x20"	48"
Formerly #25	Sc.—1876				
330 D. W. Lawrence	Rhode Island #1585	1885	2-6-0	19x24"	54"
	R. #399				
31 Genesee	Essex Co. ....	5- 1851	4-4-0	16x24"	54"
Originally #19—rebuilt	Sc.—1870				
331 Hoyle	Malone	1870	4-4-0	16x24"	60"
	Sc.				
332 Chateaugay	Mason # 291	10-12-1868	4-4-0	16x24"	54"
Formerly C. V. "Braintree"	Sc.—1895				
333 W. J. Averill	Mason # 296	11-18-1868	4-4-0	16x24"	54"
Formerly C. V. "Fairfax"	Sc.—1895				
334 W. K. Blodgett	Mason # 297	11-30-1868	4-4-0	16x22"	66"
Formerly C. V. "Richmond"	Sc.—1895				
335 W. A. Haskell	Mason # 295	12-11-1868	4-4-0	16x22"	66"
Formerly C. V. "Stowe"	Sc.—1895				
336 Not Named	Rhode Island #2985	1-18-1894	4-6-0	19x24"	56"
Formerly S. & H. #63	R. #493-60				
337 Not Named	Rhode Island #2983	1-19-1894	4-6-0	19x24"	56"
Formerly S. & H. #61	R. 491-58				
338 Not Named	Rhode Island #2984	1-19-1894	4-6-0	19x24"	56"
Formerly S. & H. #62	R. #492-59				
339 Not Named	Schenectady #4645	1897	2-8-0	22&34x28"	51"
	R. #550-10				
340 Not Named	Schenectady #4646	1897	2-8-0	22&34x28"	51"
	R. #551-11				
341 Not Named	Schenectady #4647	1897	2-8-0	22&34x28"	51"
	R. #552-12				
342 Not Named	Baldwin #4392	1879	4-6-0	19x24"	51"
Formerly B. N. Y. & P. #1	R. #519				

Nos. 336-338 were built for and used by Messrs. Smith & Hanfield, contractors who built the Van Cortland cut-off on the Putnam Div. of the New York Central. No. 342 was originally built for the Buffalo, New York & Philadelphia R. R., their #1 and sold or transferred to the Western New York & Pennsylvania whence it was sold to the O. & L. C.

## Notable Graduates of the Vermont Central R. R.

As is frequently the case some of our smaller railroads seem to graduate a large number of their men who rise to high positions in their field of endeavor. Many have pointed with pride to the fact they started on the old Vermont Central—many of them in the general offices at St. Albans and many an applicant for a position has been immediately hired when he asserted that he had been an employee of that road. In the "Biographical Directory of Railroad Officials" many biographies start with the phrase—"Entered railroad service on the Vermont Central" and a few will be listed herewith.

<i>Name</i>	<i>Position</i>	<i>Railroad Co.</i>	<i>First R. R. Service</i>
EDSON J. CHAMBERLAIN	President	Grand Trunk Ry.	Clerk
J. M. HANNAFORD	President	Northern Pacific	Clerk
DANIEL B. ROBINSON	President	A. T. & S. Fe Ry.	Clerk
DANIEL WILLARD	President	Baltimore & Ohio R. R.	Section man
CHARLES S. MELLE	President	N. Y. N. H. & H. R. R.	Clerk
GEORGE T. BENEDICT	President	N. O. T. & P. Ry.	Clerk
S. J. HUNGERFORD	Chairman	Canadian National Rys.	Shopman
H. M. BISCOE	Vice President	Boston & Albany R. R.	Clerk
JOHN C. GAULT	Gen'l Mgr.	C. M. & St. P. R. R.	Pass. Conductor
ONSLOW STEARNS	President	Old Colony R. R.	Sup't.
A. V. R. CARPENTER	G. P. A.	C. M. & St. P. R. R.	Clerk
JAMES R. WATSON	G. P. A.	Fitchburg R. R.	Clerk
GEORGE S. MARSH	G. P. A.	C. M. & St. P. R. R.	Clerk
N. W. HAWKES	Vice President	Boston & Maine R. R.	G. F. A.
D. J. WHITTEMORE	Chief Engr.	C. M. & St. P. R. R.	Chief Engr.
ROBERT H. FORD	Chief Engr.	C. R. I. & P. R. R.	Chief Engr.
C. E. FULLER	Vice President	Union Pacific R. R.	Sup't. Mech. Dept.
J. H. BURKE	Sup't.	Costa Rica R. R.	Sta. Agt. Essex Jct.
W. C. C. MEHAN	Sup't.	Grand Trunk Pacific Ry.	Sta. Agt. St. Albans
MARSHALL STURTEVANT	Gen'l Acct.	Grand Trunk Ry.	Clerk
EDMUND D. NASH	Gen'l Mgr.	Panama R. R.	Train Master
DAVID MCKENZIE	Gen'l Sup't.	Mexican National Ry.	G. B. A.
W. B. RYAN	Gen'l T. Mgr.	Mexican National Ry.	Clerk
CHARLES A. GROW	Auditor	Central Pacific R. R.	Clerk
E. F. PERKINS	S. M. P.	Central Pacific R. R.	Master Mechanic
W. H. SAMPLE	Sup't. Mech. Dept.	Grand Trunk Ry.	Engineer
WALTER R. EASTMAN	Reg. Pass. Agt.	Canadian National Rys.	Clerk
JOHN C. HACKETT	G. P. A.	Rutland R. R.	Clerk
GEORGE W. CAYE	Pur. Agt.	Grand Trunk Ry.	Clerk

There are doubtless others that we may have omitted but here are a few more:

E. E. McLEOD, Chairman, Western Passenger Ass'n., a former clerk in the office of the General Passenger Agent.

J. T. LAWRENCE, Chairman of the Executive Committee of the Eastern Traffic Ass'n., a former General Freight Agent.

CHARLES A. PROUTY, Chairman of the Interstate Commerce Commission, for many years General Counsel of the road.

ALBERT R. CHANDLER, President of the Postal Telegraph & Cable Co. A pioneer station operator and an executive telegraph operator at the White House during the Civil War.

CHARLES A. TINKER, Vice President of the Western Union Telegraph Co. An early Sup't of Telegraph and Chief Train Despatcher on the V. C., also an executive telegraph operator at the White House during the Civil War.

FRANK LESTER GREENE, Representative in Congress and U. S. Senator from Vermont, 1912-1932. A former Chief Clerk in the office of the General Freight Agent. A veteran Captain of the Spanish-American War and Editor of the *St. Albans Messenger*.

LESTER B. GREENE, General Secretary of the Brotherhood of Locomotive Engineers—a veteran locomotive engineer on the Vermont Central R. R.

Yes, the old Vermont Central Railway produced a number of outstanding and capable men!



## Inglis Stuart

To the majority of our members, the death of Mr. Stuart is simply the passing of another member but to those who have been identified with this work of collecting data and material thirty years or more, his death is a genuine loss in this field and one that will be felt keenly.

Born at Willow Tree, N. Y., March 24, 1859, the son of Homer H. and Margaret E. Durham Stuart, he entered Columbia College in May, 1876 and three years later he graduated. Admitted to the New York State Bar, he practiced in New York City and Dutchess County until he retired in 1931.

He appeared in a number of notable court cases. He was the representative of the American shareholders of the Exchange Telegraph Co., Ltd., at the annual meeting in London in July, 1895. He was elected a member of the board of directors of the North River Insurance Company in 1896 and served continuously ever since. He was elected to the Association of the Bar of New York City in 1883 and had been a trustee of Howland Library since 1912.

It was the privilege of your Editor to have known Mr. Stuart and to have known him fairly well. For nearly fifteen years weekly letters have passed between us. Although afflicted with deafness in later years he was a delightful conversationalist. I can see him as a boy, industriously squeezing the juice from the stalks by passing it through his mother's wringer and boiling it down to make sorghum, that delectable sweetening of the south for pancakes, or I can see him as a special student at Dartmouth College, prior to his entrance to Columbia, down at the Junction making notes on the early engines at that railroad center. His visits, usually unannounced, were always a pleasure and far too short.

To many of us, he seemed to be a vast storehouse of information relative to the early locomotives. He loved people, whether of high or low estate. He knew and he exchanged letters with many of the early locomotive engineers, always seeking information about their engines or those they had seen. His eyes and his notebooks were invaluable, his legal training and knowledge of court procedure helped him in the matter of inventories but it was his perusal of the early reports of the companies themselves and the photostat copies that went into his collection that helped most.

When this Society was formed he joined as a Life Member. When the invitation was accepted to make our headquarters in the Baker Library, probably none of our members realized the importance of our having access to the fine collection of railroad reports housed in that building. The work that he spent in building up his collection of rosters was supplemented with our material.

He gave willingly of his time to locate early data. His last effort appeared in the revised roster of the Fall Brook Ry. in our Bulletin No. 58. He showed a keen interest in our publications and shortly after their appearance, a letter written in that clear, bold pen would be received. His criticism, always constructive, was a joy to any Editor.

Mr. Stuart never married. Until the death of his brother he made his home with him. Of late years he lived with his cousin, Mrs. Samuel Verplanck at "Roseneath." Her passing last fall was a severe blow and it was while engaged in settling the estate that he was stricken, removed to the Highland Hospital in Beacon and died there on May 16th at the age of 83.

Mr. Stuart loved Vermont. Many a vacation was spent in that state. Here he sought to untangle the snarl of the early engines of the Rutland & Burlington R. R., thanks to his many friends—Ezra Russell, Charles J. McMasters and others. All are gone now and you too have joined them yet it seems almost a coincidence, that this bulletin on the railroads of your best loved state, planned while you were alive and could give it your advice and assistance, should contain your passing.

You made the world a bit better where you went, you gave willingly and unsparingly during our formative years and you have left behind many loyal friends who deeply regret the passing of a thorough gentleman of the old school.

## Daniel Willard

Daniel Willard passed away July 6th at the age of eighty one! To many, this marks the passing of a friend, to others the loss of a beloved executive but to all of us it is the end of one of America's outstanding railroad men.

Born January 28, 1861, on a farm at North Hartland, Vt., he had a meagre education and was prevented from graduating from the Massachusetts Agricultural College on account of eye trouble. He began his railroad career as a track laborer for the Vermont Central Ry. and climbed steadily upward—locomotive fireman, locomotive engineer, master mechanic, train master and so on, always upward until the top was reached. You may read all about him in Edward Hungerford's—"Daniel Willard Rides the Line." It is well worth reading, this interestingly told story of the life of Mr. Willard.

There is something about those rugged hills of Vermont that refines and moulds the characters of many of her sons and daughters. One of the most beautiful spots in the state is the southern end of Lake Memphremagog. The International Boundary passes through this lake and Newport, Vermont, the engine terminus of Daniel Willard for many years, is at the foot of the lake. The view from a rise near Newport is boundless blue waters of the lake, surrounded by hills, as far as the eye can see. Here the family came for many summers—it was home for all of them!

To enumerate all of his capabilities, and he had many, would require a book. Mr. Hungerford has already done a far better work. Mr. Willard did not create a railroad empire in the same sense that did James J. Hill, E. H. Harrison, Styvesant Fish and others, but as the presiding officer of the Baltimore & Ohio R. R., and he guided its destinies for three decades, longer than any other man, he wrought through his own efforts and personality a railroad that need fear no comparison with any other line in this country. No railroad official was so loved and respected throughout the entire system as "Uncle Dan"—his personality was reflected by the personnel. To me, this is a far greater achievement than building up an empire that some day may crumble.

His attitude towards labor was always one of fairness and justice. He was sympathetic to their aspirations and he "spoke their language." Go back to 1917 and 1932, read the accounts of these wage discussions and again you must be convinced of the fairness and honesty of Mr. Willard. A simple tribute came from Charles A. Rausch, his secretary—"In twenty-eight years," he said, "I have never had an unpleasant word from him." Said Willard, "Ditto!"

Mr. Willard was a Life Member of this Society and we are indebted to his interest and kindness for the gift of the model locomotive, Baltimore & Ohio R. R. #25, received after the Fair of the Iron Horse. As time passes we can more fully measure his worth but let no one underestimate him—he was a master in the art of railroading and a christian gentleman in every sense of the word.

"He came to Baltimore and Ohio some years ago, when the road was in real need of a strong friend at the top. He brought to it not merely strength, but wit and kindliness and human understanding—all in a day when there was not too much of these in the heart of many and many a railroad executive. He had vision as well. It was as if a child, in dire necessity, had received a parent, of far more than ordinary ability. For more than thirty years, this rare soul, New England born and railroad trained, was to rule Baltimore and Ohio so gently that few were to recognize the full strength of the firm hand that controlled.

"New England—Vermont, if you please—gave Daniel Willard of the ruggedness of her great hills: his years in a locomotive cab, his keen perception and his quick decision. His contacts with many men gave him toleration and understanding in human relationships. He re-created a historic and a great railroad. But, better than this, he created in the hearts of thousands of railroaders, new faith and new hopes.

"It will be many years before a locomotive operates upon this railroad without the unseen touch of his hand upon its throttle. In flesh he is gone; his spirit remains. Men like Daniel Willard do not die, cannot die. For many a year to come Uncle Dan will continue to ride the line. He will go through the valley of the Potomac and up Seventeen Mile Grade, across the high Alleghanies to the far corners of the system. By day and by night he will travel with us—ceaselessly. As long as Baltimore and Ohio lives, the thunder and call of its locomotives will be the voice of its greatest Traveler—on his way throughout the years.

"God speed Uncle Dan on his way up the line!"

Edward Hungerford's tribute to Mr. Willard  
from the Baltimore and Ohio Magazine.

---

"For know ye not that beyond the grave,  
Far, far beyond where tall cedars wave  
There bloometh a land of perennial bliss,  
Where we smile to think of the tears in this;  
And the pilgrim, on reaching that radiant shore  
Has the thought of death in his heart no more;  
He layeth his staff and sandals down,  
For the victor's palm and the monarch's crown."

Furnished by D. L. JOSLYN

s  
e  
l  
e  
-  
a  
t  
.  
e  
y  
-  
e  
  
h



